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Manufacturers' Record.

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BALTIMORE, OCTOBER 4, 1900.

Great Industrial Leaders Needed.

The Savannah News takes the ground that the States through which the Carnegie Company would have to build its railroad to the seaboard ought not to grant the company a charter, thus making it impossible for them to construct the much-talked-of road. The News holds that this company is making money enough, and should be refused the opportunity of enlarging its trade by reducing the cost of exporting its products. This is rather strange doctrine to come from such a paper as the News. Suppose it prove to be true that the Carnegie Company, with a view to strengthen our hold upon the world's iron and steel trade, desires to spend probably \$30,000,000 or \$40,000,000 in building a new road to the seaboard, provided with every advantage that skill and money could furnish, for handling freight, would it not be beneficial to the whole country? Would not new territory, possibly in the Virginias, be opened up to development? Would not thousands of men find employment, and would not the facilities for our country's dominating the world's coal and iron trade be vastly increased?

Probably the greatest need of the iron interests of the South is some Carnegie, with his marvelous brain-power and his wealth, to give to the South adequate facilities for great expansion. Alabama and other States need some such great brainy leader with the daring to plan for gigantic things, and to do it on such a scale as to insure the lowest cost of production and marketing. With our advantages the South's iron and steel progress could be much more rapid if unlimited capital could be commanded for big, broad development work. Every intelligent business man in the South knows that a Carnegie Company or a Standard Oil Co. operating in the upbuilding of this section would draw to it millions of capital for varied industries which would enrich all classes. Instead of criticising the great work of the moving spirits in such organizations, we ought to point to them as examples worthy to be studied, that some Southern genius may be quickened into similar leadership. As Robert E. Lee and Stonewall Jackson were born to command and led to undying glory the armies of the

South, so there may be others in the South today who are equally born to command in the great world-battle for commercial supremacy, and under whose brilliant leadership the industrial army of the South may win greater victories even than ever crowned the work of Lee and Jackson. The world is a battlefield, where the fiercest conflict that was ever waged is in progress for trade and commerce. The South needs great leaders, giants in power, who can carry its banner of trade to victory. Let us not, therefore, denounce such leaders, but let us rather hope that some geniuses of commerce and industry as great as Carnegie and Rockefeller may arise in our own section.

The City That Makes.

Mr. Tom Richardson, secretary of the Houston Business League, who not long ago made a visit to several large Eastern manufacturing centers, is endeavoring to impress upon his community the advantages of manufacturing as a mighty influence to the upbuilding of a city. In an interview in the Houston Post he said that he found that in many Eastern centers conservative moneyed men had been disposed to lend their money on good security until the rate got below 5 per cent. Then they commenced to study other opportunities for investment, and deemed it advisable to put at least a portion of their surplus money into manufacturing enterprises. Mr. Richardson made the point, which is being borne out by the census returns, that as a general rule the greatest growth of population in the United States has occurred in those cities which have paid most attention to manufacturing enterprises. He pointed to Philadelphia, Detroit, Buffalo, Cleveland, Rochester and Providence as illustrations of the fallacy of a popular idea that manufacturing cities are not advantageous as a place of residence. He contended that Houston did not have too many homes, but expressed a belief that unless the number of the industries of the city should be increased by the building of factories to give employment to more people, property-owners would find that 5 per cent. per annum was a good revenue.

Mr. Richardson is working on right lines, and his suggestions may be profitably adopted by other cities beside Houston. The rise of one industry in the South, cotton-manufacturing, ought to be full of lessons for those persons who wish to see their communities steadily advance in population and wealth, or who are interested in the establishment of new centers of activity. It is the city that makes something which may be expected to show progress at every enumeration. Time and changing conditions of business, the incidents which divert commerce from one port to another and divers other influences may bring about a decline in population, and certainly may retard the growth of communities dependent principally upon

trafficking in goods produced elsewhere. The manufacturing center has within itself the germs of steady expansion. Unfortunately for the South, circumstances, until recent years, have been against the accumulation of local capital in sufficient quantities to enable its investment to be made upon a scale that would bring the quickest and largest returns. Southern hopefulness and energy have been at the root of the development of its industry, but that development has been limited by the comparatively small amount of capital at hand. Now that the potentiality of the South as a manufacturer has been demonstrated, capital from without has been drawn thither, and more of it is anxious to find lodgment there. Local capital must continue to set the pace, but for many years it will not be sufficient to meet all demands. It must seek partnership with the surplus wealth of other parts of the country. This applies to other industries than cotton-manufacturing. To induce a stronger movement of capital to the South the words of the New York Commercial, alluding to the possibilities of Texas as a cotton manufacturer, may be given a broader adaptation. It says:

The prime requisite now is capital, and this must come almost wholly from outside the State of Texas, for conditions there have not until recently been favorable to the accumulation of surplus capital for investment. But outside capital will not seek investment in Texas cotton mills without confidence, and this confidence behind it can come only from the attitude of the Texans themselves toward capital. Their effort should be to foster a feeling of absolute security as to their laws, customs, institutions and public sentiment. Capital will inevitably find its way into the safest channel of investment—and it should never be said of Texas, as the editor of the Emporia Gazette was forced to say of Kansas four years ago, that she had practically given warning to men and money not to come there, and then was wondering what was the matter with her!

Galveston's Serious Plight.

The central relief committee of Galveston has issued another appeal to the American people. In it the committee expresses heartfelt appreciation of the generous and prompt succor sent the stricken city, but holds that a larger problem than that of temporary relief is before Galveston. It says:

The munificent contributions in money sent to the governor and directly to the relief committee are perhaps sufficient to defray the necessary expenses of removing wreckage, recovering and disposing of dead bodies and meeting the most urgent sanitary requirements. But when this is done, the real work of restoration will have begun. The homeless will still be without shelter or household goods, the mechanic without tools, the washerwoman without washtubs and the seamstress without a machine. Our people are meeting the disaster with characteristic American pluck. Not forgetting their dead, they nevertheless hide their sorrows and turn their faces cheerfully toward the future. Were our task but to afford temporary relief and to care for the wounded and the orphans, an appeal to Texas alone would be sufficient. The wounded and the orphans are comparatively few, since only the sturdiest were able to combat the maddened elements. But a greater and a graver work confronts us. Some kind of homes,

be they ever so humble, must be provided for the 10,000 now huddled in ruined houses, public places and improvised camps, to the end that they may not become paupers, but may speedily set up their households wherein repose all that is best and noblest in American life. We believe that the well-to-do and the charitable of this nation will not be content to merely appease hunger and bind up bruises, but will in even larger measure and with more far-reaching effect contribute to the restoration of this people to a plane of self-support and self-respect. It is for this purpose that we make this further appeal.

No one can doubt that there is good reason for this appeal. The bearing of the survivors of the Galveston tragedy has been such as to commend them to every open-hearted American. They have for nearly a month maintained a spirit of hopefulness in the face of tremendous odds. They have done what they could to solve the problem before them. Their appeal will undoubtedly meet the response that it deserves.

The Truth About the South.

One of the main aims of the Manufacturers' Record during the last twenty years has been to clear away misconception concerning the real character of the Southern people—a misconception which was due originally to the fact that the people in the Northern States and in Europe were imbued with false ideas of the people of the South by reading such books as "Uncle Tom's Cabin" and the literature with which abolitionists prior to the war and during the war flooded the world. Afterwards, in order to justify the turning over of the country to negro domination, the republican party strenuously misrepresented the people of the South. Ceaseless vilification of our people was kept up for years and years under the "bloody-shirt" plan of campaign, which seemed to have spent its force only with the part taken by the South in the Spanish war.

Having made a study of the problem of Southern development, and of ways and means to facilitate that development, the Manufacturers' Record discovered long ago that it was just as necessary to tell the true story of the Southern people and to extract the poison from the minds of those who might be useful in aiding in the South's upbuilding as it was to use its pages from week to week to advertise the South's material resources and superior advantages for the investment of capital and for the employment of skill and energy. Not one, but one thousand extracts may be today taken from the files of the Manufacturers' Record proving the falsity of malicious and prejudicial slanders and beliefs concerning the people of the South. For a paper with a local circulation in the South such a course might be very properly regarded as unnecessary, if not uncalled for, but for a paper like the Manufacturers' Record the wisdom of this unceasing campaign of enlightenment has been attested by the investment of millions of money in Southern industries, giving employment to thousands of those who needed employment

more than anything else. The Manufacturers' Record has persistently stood for white supremacy, and proposes to stand by that in the future, and its belief that the election of McKinley would be the best thing for the South does not carry with it an unqualified endorsement of either Mr. McKinley or the republican party any more than the support which such men as Mr. Olney are giving to Mr. Bryan carries an endorsement of all that Mr. Bryan stands for. Mr. Olney does not believe in free silver, or in other things which Mr. Bryan believes in. Nevertheless, because he claims to believe in the doctrine of equal rights and the "consent of the governed," which nobody in the South believes in, he is going to support Mr. Bryan. By the same token there are thousands of business men in the South who may not believe in all that is meant by McKinleyism; still, because they realize that there is nothing in the hue and cry about "the overthrow of the republic" and the "trampling under foot of the Declaration of Independence" and the "annihilation of the Constitution," that the Bryanites say would result from Mr. McKinley's re-election, and because, on the other hand, they fear that Mr. Bryan's election would be likely to disturb existing satisfactory business conditions—for these reasons they are hoping for Mr. McKinley's re-election. They may not approve of all of the acts of Mr. McKinley's party, but they do believe in sound money, and many of them also in protection and in the upbuilding of our mercantile marine. The conscientious man, whether he be Northern or Southern, has a duty to perform, and that duty is to vote according to his honest convictions, without regard to party affiliations. In this issue Mr. Thomas P. Grasty presents the views of many Southern men, and Mr. Alexander R. Lawton of Savannah, in a letter to the New York Sun, reviewing the whole case from that standpoint, sums up as follows:

We believe that McKinley personally believes in white supremacy in the South, and we are going to cast our vote toward giving him an opportunity to show it. If he will, he will assist many who are anxious to keep away from Bryan and Altgeld and populism and anarchy and demagoguery and treason.

We shall vote for McKinley and Roosevelt because:

First—We are Americans, and are against all of America's enemies.

Second—We are patriotic, and are desirous of suppressing those who give aid and comfort to our enemies.

Third—We are honest, and are against all efforts at dishonoring the nation by currency legislation or otherwise.

Fourth—We are law-abiding, and are against all encouragement of force in the settlement of disputes.

Fifth—We are progressive, and favor legitimate expansion of our commerce and our power.

Sixth—We are hopeful that Mr. McKinley has seen his former errors and will treat our Southern people fairly and broadly, and carefully refrain from humiliating them.

Will he do so? If he does not, then all hope of ever breaking the solid South must be postponed until he is succeeded by a wiser man, and we, who are leaving the beaten path, will sorrowfully and penitently return whence we came.

The unjust attacks, made for campaign purposes, upon Senator Jones because of his interest in the roundlap cotton-baling system indicate the extent to which political papers will go. Mr. J. W. Graves, the inventor of this system, in a letter published in this issue, tells of his work and how Senator Jones came to be interested in what promised to be of signal benefit to Southern farmers. Four years of practical working shows that these expectations have been fully realized,

and that Senator Jones, instead of being condemned, should be heartily commended for aiding in the development of a system of such great value to the South. The "trust" cry does not merit any attention, for every thinking man knows that fully nine-tenths of the talk about trusts is arrant nonsense without the shadow of foundation. It is simply political cant, and neither party has honesty and backbone enough to tell the truth and show that not even one-tenth of the statements made about "trusts" and their evils rests upon facts. These statements are mainly falsehoods, and very many of their authors either know them to be falsehoods or else are wilfully ignorant. Senator Jones deserves the credit for having joined Southern inventors in developing a baling system which is just as much an advance on the old system as typesetting machines are an advance on old hand-setting methods.

The South's Interest in American Shipping.

The scarcity of ocean tonnage and the high freight rates prevailing are seriously restricting Southern exports. This condition is strikingly emphasizing the South's interest in American shipping, and commenting on this situation the Iron Trade Review says:

Iron manufacturers are turning with new interest to the foreign trade as one which they must greatly increase in the immediate future. As it is, Southern furnace companies are taking every cubic foot of ballast room offered them. If vessels were built for the iron trade in the way that the coal-carrying roads of the North are proposing to build vessels to carry coal across the ocean, they could also take phosphate rock from Southern ports, as well as coal, coke, lumber and grain. As wire shipments from the Alabama district to South America are likely to increase in the near future, vessels going to South American ports could bring return cargoes of fruits, the imports in this trade being now of large proportions.

It is strange that with so great a prospect in foreign trade as is before the iron and steel industries of the country, granted an ample supply of ocean tonnage owned and operated in the United States, there should be the opposition that has always developed to subsidy proposals. That the difficulties of the situation are such that private capital hesitates to take the risks is evident, in that the iron and steel interests are finding their progress blocked by what just now seems like a stone wall. They have done well their part in attaining economies in manufacture compassed by the ironmasters of no other country, and they have pioneered in this foreign trade against enormous difficulties. They have reached the point at which an American merchant marine, aided by temporary subsidy provisions, could help them vastly. No other development in our industrial expansion is of so great or so immediate importance, and it is to be hoped the machinery may be set in motion soon that will result in adequate relief. We are optimistic enough to believe that the way out will be found, and the principal reason for believing that the problem will be solved is that it must be solved.

After the Pullman Palaces.

During the summer, especially, though it is not without objection in winter, the practice of putting down the upper berth, whether occupied or not, is a constant source of complaint among patrons of the sleeping-cars. But this is not the only kick. Here are some others:

Nowhere but in a sleeping-car would we submit to the heavy curtains, shutting out fresh air and shutting in foul.—Minneapolis Times.

These cars are almost everything that they ought not to be. The man who invents a sleeping-car in which the sanitation shall be perfect will reap a fortune and deserve a monument.—New York Herald.

What is also wanted is a sleeping-car in which berths are furnished, for short distances especially, at from \$1 apiece upward.—Richmond News.

And still another thing is needed—protection from drunken men who occasionally disgrace humanity in Pullman cars and make it questionable whether it is at all times wise for ladies to travel alone in a Pullman.

The Manufacturers' Record is informed by a gentleman that coming up from Chattanooga a few nights ago one of the berths was occupied by a man who was beastly drunk, and who throughout the night was yelling out the most obscene language and oaths, and yet the ladies on board were forced to listen to his vileness all night. The Pullman people by their methods are inviting hostility which will some day culminate in very drastic legislation.—Baltimore Manufacturers' Record.

It would seem to be the part of wisdom for the Pullman Company to make its cars so that the upholstered seats and backs could be removed in the spring and replaced by cane, bamboo or some other cool and unobjectionable material. The heavy curtains could be replaced by others of lighter and cooler texture, and a summer night would not be such a bugbear in a sleeping-car. Used, as they invariably are, by invalids traveling to the South in winter, and especially by consumptives, these heavy plush upholsterings form an inviting hothouse for germs. It is surprising that the Northern tourists, who are always in quest of health, will put up with cars that are so suggestive of lurking disease. A hot, stuffy car adds to the discomfort of travel even in winter. In summer it is simply maddening.—Augusta (Ga.) Chronicle.

The American public deserve better accommodations in every way for the money they pay than are furnished by the Pullman cars, and a persistent fight should be made until sleeping-car facilities are vastly improved and prices decreased. Accommodations on steamers have been wonderfully improved of late years, but Pullman cars are practically without change.

Who has another kick to register?

THE WHIRLIGIG OF TIME.

Similarity of Democracy of 1900 and Republicanism of 1867.

By Thomas P. Grasty.

An impartial analysis of the pretexts set up by those who clamor about the "consent of the governed" and those set up by the republican party during "reconstruction" will show that they are almost identical. The almost ineradicable prejudice existing in the minds of the Southern people against the republican party is due to its attitude towards the negro in giving him the franchise when he was unfit for it (as he always will be, in the writer's judgment), and in recognizing him as the political, if not the social, equal of the white man. This, and this alone, to anyone familiar with Southern conditions, is the reason why republican practices have never been endorsed by the conservative element of the South, even though republican principles were in harmony with the views of the voters who control not only the political, but the social and business affairs of the South. The clamor now being made by democratic orators, newspapers and campaign documents, that to govern any section, country or island without the consent of all its inhabitants is un-democratic and un-American, is more vehement thirty-odd years after the negro was set free and enfranchised than the radical republicans ever indulged in when sectional feeling was running high as the result of the civil war. Can anyone fail to see that the South, in lining itself up with those who advocate a recognition of inferior races, is flying in the face of what the best elements of the South have contended against, fought against, and even surrendered their right to political independence in order to prevent? Is the Filipino or the Cuban negro any better qualified to rule than the Southern negro?

By concurring in so fanatical a heresy as that every individual, irrespective of fitness to participate in government, is entitled to equal political rights, the people of the South stultify themselves in a way that can but be humiliating to every man who has contended for the righteous-

ness of the course we have pursued during all these years. If the negro has a right to a say-so in government in Manila, he has a right to an equal say-so in Yazoo City, Miss., or in Wilmington, N. C. But the people of the South have very properly maintained that, being unfitted in every way for participation in government, it would be fatal to the welfare of the best elements of society and disastrous to the negro's own interest to strictly apply that figure of speech from the Declaration of Independence about all men being "created free and equal." The slave-owning Thomas Jefferson, in phrasing that misleading platitude, never contemplated the black man for one moment. What he meant was that all white men of intelligence and integrity are entitled to equal rights under the law. If he meant anything else, then he was either insincere or in favor of doing what the republicans did in 1867. The State which he represented contained thousands of slaves, of which he owned a goodly number, not one of whom was permitted even to be taught how to read and write or to testify in court except against another negro, much less to participate in public affairs. And so, when the people of the South join in the hue and cry about men being "created free and equal" they seem false to every tradition.

It has not, so far as I have seen, been brought to public attention that what Mr. Bryan stands for concerning the rights of negroes in the Philippines and in Cuba (for they are alike colored) is identically what the republican party made itself odious to the people of the South by advocating and practicing in respect to our own negroes whom, prompted by passion and resentment, it enfranchised after the war. In my opinion, Mr. Bryan stands for a more pernicious idea, so far as local self-government at the South is concerned, than Mr. McKinley, for the latter has abundantly manifested a disposition to leave the people of the South to manage their local affairs in their own way.

Lamentable as it can but be considered for the people of the South, who are in the main educated, self-respecting, right-thinking and sincere, to be seen stultifying themselves by going back upon their own practices and principles, nevertheless this humiliation is not the worst result of this lining up with the so-called anti-imperialists and "consent-of-the-governed" doctrinaires. The public speeches, editorials and the great mass of campaign literature being circulated by the democrats is, in fact, an indictment of the Southern people for having disfranchised a population more intelligent and more highly civilized than the bulk of the population which may be found in any of the islands which we got by virtue of the Spanish war. These indictments naturally give rise to the belief that the Southern people have been guilty of a most monstrous violation of the Constitution in nullifying the fifteenth amendment, and at the same time there is being built up a public sentiment by Mr. Bryan and his followers that will do more to disturb the present status in the South than even the most radical republicans would have seriously contemplated. I venture the prediction that all this "consent-of-the-governed" and "rights-of-man" talk that is being done by the democrats will result in one of two things—either to force the people of the South to abandon their position in respect to the disfranchisement of the negro, or in cutting down the South's representation in Congress to correspond with the number of people who do actually vote. This view of it is one which will make itself absolutely clear to any impartial reader of the so-called anti-imperialistic literature which the democrats are now circulating.

IRON MARKET RAGGED.

Operations in Coal and Ore Mining Being Pushed, Though.

[Special Cor. Manufacturers' Record.]
Birmingham, Ala., October 2.

While it is just simply impossible to quote with accuracy the actual selling price of iron, enough has leaked out to render reading between the lines possible. There can be no doubt of increase, both in inquiry and transactions. Prices have, however, in not infrequent cases been zealously guarded, and that means they did not average up enough to look well in print. Your correspondent has long since found out that there are times when there is a wide divergence between quotations and actual prices obtained. This is one of those times. The quotations are on the basis of \$10.50 to \$11.50 for No. 2 foundry, the outside figures representing the small-order trade. There were sales of No. 2 foundry at \$10, \$10.25 and \$10.50. Gray forge sold at \$9.25 and \$9.50 and \$9.75, depending on circumstances. One report of sale at \$8.25 is a severe tax on one's credulity. Some basic iron sold at \$10.50, and one can say with some confidence this was bottom. No. 3 foundry sold at \$9.75 and \$10. There are reports of some sales at higher figures. Information in writing comes of one sale of No. 1 foundry to a Western point on basis of \$10. The high character of the informant precludes all doubt as to its correctness.

The figures given here convey a fair idea of the raggedness of the market. The fences are down that usually mark the dividing lines between the grade prices and the fields are turned into one commons, where all graze at will. Some get succulent morsels, while others get a little bitter weed in their sales prices.

There is a slump in the export trade. The foreign markets are off now, and this is the cause of it. Previous to this the bars were let down to limit to induce it to enter the field of trade. Prices now are no temptation, and the margin is wiped out by the decline. Still a few orders to piece in were secured, but they were unimportant. Some of the large domestic interests have shown an increased interest in the market, and their purchases have been somewhat larger, but as yet they cannot be called important.

Some changes have been made among the officials of the Sloss Company, taking effect on the 1st inst. Mr. T. H. Aldrich, who had charge of the coal-mining interests, has resigned, as has also J. H. McCune, their furnace manager. Mr. Priestly Toulmin is appointed general manager, whose duties include those performed by Aldrich. John H. Means succeeds McCune as furnace manager. The other prominent officials remain unchanged. The new officials are old officers of the company, and have simply been promoted. The Birmingham Rolling Mills started up yesterday. It will take a while to get everything greased and in running order, and they are not going yet under a full head of steam. They propose to expand operations or contract them as business demands.

Shipment is being made of the tail end of the contracts for sugar-making machinery and appliances. The season is about ending for that class of work.

At the East Birmingham Machine & Foundry Co. they are completing contracts for heavy machinery that perhaps no other concern south of the Ohio river could execute. The urgency of their orders is such that they are running both night and day.

Operations in ore and coal mining are being pushed, with every evidence of an

increasing business. Appearances indicate that we will before long be in the fix where we are getting out more than our transportation facilities can handle with promptness. The completion of the railroad links, now building, will stimulate the mining business and lead to increased population, for much of the labor to be employed will have to be induced from other districts. J. M. K.

Eastern Iron Markets.

[Special Cor. Manufacturers' Record.]
Philadelphia, Pa., October 4.

Iron and steel trade conditions are steadily improving, but this improvement is not uniformly shown in an increased business. Despite the assurances given out that prices have reached rock bottom, a good many consumers do not believe it, and are accordingly not buying for forward delivery. The political situation has also something to do with the market. The financial situation is called sound from the bankers' standpoint, that is to say, there is a good demand for money, and there will be a better demand at a higher rate of interest. The export demand continues good, and all our well-known plants engaged in producing machinery and material for export have nothing to complain of.

Pig-iron is gradually weakening. The reduction in Southern tidewater freight rates helped in that direction. Present prices are: No. 1 X foundry, \$16.25 to \$17; No. 2 X foundry, \$15.25 to \$16; No. 2 plain, \$14.75 to \$15; gray forge, \$13.75 to \$14.25. Steel billets are quoted \$14 at mill, but consumers look for a lower figure.

The bar mills are doing well throughout the East, but with the resumption of all the Republic mills and the independent plants it will not be long before consumers will be able to obtain better terms.

Manufacturers profess to believe that after election the rush for material will keep prices at top notch. At present refined bars sell at 1.25 to 1.30; steel bars, 1.20 to 1.30; quarter-inch plate, 1.25; angles, 1.30; beams and channels, 1.60. The trade notes the large B. & O. order for 6000 cars, the Carnegie order for 800 110,000-pound freight cars, and a number of inquiries from railroad companies for rolling stock and track material.

There will be no general improvement in business for several weeks.

The anthracite strike has sent inquiries to the big bituminous companies for coal. Prices have not advanced. Anthracite will probably go higher, as the miners will not settle for 10 per cent. increase. The entire anthracite region is idle. J. P. Morgan is the controlling spirit, and he has not spoken. The strike will be a long one unless the companies yield materially. Bituminous will profit by the scarcity.

Exporting Alabama Iron.

On last Saturday the following shipments of Alabama iron were made from New Orleans:

By steamship *Auguste* for Bremen, Germany, 2000 tons.

By steamship *Ben Ledi* for Glasgow, Scotland, 1500 tons.

By steamship *Sicilia* for Genoa, Italy, 1280 tons of pig-iron, 481 tons of old iron rails, 21 tons of old steel rails.

By steamship *Monmouth* for Rotterdam, Holland, 2482 tons pig-iron.

By steamship *Imanti* for Bremen, Germany, 3000 tons of pig-iron.

The sales in the Joplin (Mo.) district during the week ended September 29 amounted to 10,542,770 pounds of zinc ore and 1,064,050 pounds of lead ore, valued in all at \$150,811.

HISTORY OF ROUNDLAP BALES.

The Folly of Criticising Senator Jones for His Interest in the Enterprise Pointed Out by the Inventor.

Covington, Tenn., September 25.

Editor Manufacturers' Record:

In order that the public may know how senseless is the cry of "trust" raised against Senator Jones of Arkansas because he happens to be chairman of the democratic national committee, and is also so fortunate as to own stock in the American Cotton Co., I will, with your permission, as the first inventor in this line, discuss briefly the origin of the roundlap bale, Senator Jones' connection with it, and how the American Cotton Co. came to be organized.

In April, 1885, I went from Kentucky to Arkansas, and in 1886 I became the owner of a cotton plantation with an old-fashioned plantation gin on it. After one season's experience of ginning, baling and selling my cotton to parties who had it repressed, or compressed, at my expense, as I well knew, it occurred to me that there ought to be some method of putting up cotton at the gin in bales of such density as would meet all shipping requirements. To do this without the employment of the powerful and expensive machinery used by the compresses, it was obvious to me that this compression must be done in detail with means to take up and retain each compressed increment at the required density of the whole mass.

From 1888 to 1893, without mechanical assistance, I built quite a number of presses, none of which cost me less than \$3000, and all of which I operated successfully in the manufacture of cylindrical bales of great density. The first press I built made a bale of thirty-five pounds density per cubic foot. In 1890 Senator James K. Jones and Major Thomas Langan of Arkansas interested themselves financially in my work, and in 1893 Mr. W. E. Anderson of Virginia, a mechanical and civil engineer, became associated with us.

In the early stage of my work it became evident to me that only through a patent which covered the method as well as the bale itself could I get the full protection to which I was entitled. Accordingly, I filed my claims for such a patent, which was issued September 10, 1895.

When we had got thus far we discovered that three other companies working on the same lines owned patents covering presses for the production of roundlap bales. While I and my associates believed that my patents covered all processes of making an involute-spiral cylindrical bale of cotton, the other gentlemen were just as firmly convinced of the validity and independence of their patents. As the different interests had spent large sums of money in the development of their presses, all were naturally enough unwilling to abandon the field without a determined effort to establish their rights in the courts. Unless some agreement could be reached there was nothing ahead for any of us except a long litigation, which would probably mean the death of the round-bale enterprise. No adjustment was reached until 1896, when a proposition was made to liquidate the old companies and organize a new company. This proposition was the more acceptable because none of the companies had sufficient capital to develop the business, which at this time had not reached the stage of commercial success.

The old companies sold their patents and other assets to the American Cotton Co. On my part, I sold to the American Cotton Co. all of my interests in my several patents and in any improvements on

the press that I might in future make. The other inventors did the same. Thus equipped, and with capital sufficient for the requirements of the business, the American Cotton Co. has in the brief period of four years established the roundlap bale successfully throughout the South.

For the benefit of those who seem to think that men who devise valuable inventions, or who supply the capital necessary for their development, have no rights that the public ought to respect, I will say that prior to the time when they sold their interests to the American Cotton Co. the men who had brought the roundlap press to the point of success had spent approximately \$1,000,000 in cash, and some of us had devoted to the work a dozen of the best years of our lives. The assertion that the American Cotton Co. is a "trust" has no foundation. It is simply a company working under patents granted in accordance with laws founded upon the Constitution of the United States, which wisely provided for the encouragement of invention. When these patents expire the public generally will be free to use them. J. W. GRAVES.

THE WAND OF WEALTH.

Ten-Cent Cotton and Six-Cent Sugar Mean Southern Prosperity.

In an interview in the New Orleans Times-Democrat last Monday Mr. Stuyvesant Fish, president of the Illinois Central Railway Co., discussing the wonderful prospects of the South in general, said:

"Ten-cent cotton and six-cent sugar will prove the magic wand that will bring untold prosperity to the South.

"The increased prices for lumber and other commercial products of the South will put more money in circulation than in many years.

"The South has, I am delighted to see, come to realize the fact that she can, right here at home, turn out the finished goods and not be a seller of merely raw materials.

"It follows, of course, that with the staples of the country in greater demand than heretofore, Southern ports are going to feel immediately the impetus given business.

"Let me say right here that New Orleans has the opportunity of her existence. She will get this business if she gets up and hustles. With her magnificent harbor, her extensive landing facilities and her many other natural advantages, business will inevitably come her way."

Mr. Fish said that his company had ample elevator facilities, but additional tonnage was necessary, and that if the Harrison Line and the Leyland West India Line of steamers should add vessels to the service at New Orleans, as was reported they would do, the export business would grow marvelously. Mr. Fish is strongly in favor of the construction of the Nicaragua canal, and expresses the belief that when it is constructed we can send ships from New Orleans and other seaboard towns and control the commerce of two continents. Reverting to agricultural conditions Mr. Fish said:

"The planter this year finds himself in a very different position from that which he occupied last year. While prices in the latter part of the year showed a considerable advance, a large percentage of the growers had sold the bulk of their crop. This year they knew what the advanced prices would be, and that the foreign spinners would have to have cotton, and that the surplus was such that good prices would be had.

"The speculator won't get the benefit from this advance. The farmer himself,

the man who does the buying and on whose condition the welfare of the country depends, will get it. We will get a good crop of cotton from the Yazoo Delta, but the crop from the hill sections will not be so large."

BUSINESS AND POLITICS.

More Letters Defining the Situation in Various Lights.

The following amusing letter is from a banker at North Middletown, Ky.: "This is an agricultural section. This little town (500), with its big name, spoiled, in its building, the finest farm on earth, and made just a tolerable village. It is the real heart of the bluegrass region, because one-fifth of the entire crop of bluegrass seed produced in the whole world is harvested within a radius of six miles of our town. The farms around us are fat, and so are the cattle, hogs and sheep on them. The farmers are high livers, wealthy as a rule, and as one rarely works, they are principally 'round' fellows, or stout. Panics never affect us. We get rich in hard times, and richer in good times like the present. We have more export cattle than usual, and comparatively few bunches have been contracted. The fall crop of grass is away above the average, consequently nearly every farmer has his feeders 'laid in' (on hands), as well as his fat stuff. Land is 40 per cent. higher than in 1895. While we are in Bourbon county, the land of firewater, yet 90 per cent. of our male population never drink anything but water or milk—drunkenness is confined to our negroes almost solely. This climate is suited chiefly to democrats; the others are lean and hungry-looking. But our democrats are not all simon pure. Some of the very cream of the party are for Bryan, a gold standard, expansion and free trade, and others for Bryan and the opposite. They don't care anything about the relation of business to politics—'business is business, and politics are hell,' or bile, with us."

Other communications regarding the outlook from different standpoints follow:

Business at Perry.

J. D. Martin, cashier the Perry Loan and Savings Bank, Perry, Ga.: "We consider the business interest of this section to be in a very satisfactory condition. Our money crop (cotton) is way below the average, but the increase in price makes up for the shortness in a great measure. The outlook for business this fall is good. Business with our bank has been the best for years, and but for a loss by burglary last spring our net profit would have been the best in the bank's history."

Industries and Agriculture Healthy.

J. M. Barker, Jr., cashier Bank of Atkins, Atkins, Ark.: "First—Our agricultural people in this section are in better condition at the present time than for many years. Farmers are diversifying in crop planting, and the past season raised more wheat than for many years, and with a fair corn crop, with cotton so far selling at over nine cents, places them in very fine condition, and year by year this lessens the demand for credit under the crop-mortgage system, all of which places the mercantile interests on a more solid basis. The manufacturing interests are looking up in our section and growing in interest, one important cotton factory having been placed in operation at Dardanelle, twelve miles distant, and in a few years many other will follow, as we have the raw material in abundance, with all the coal right at hand, in mines already opened up, which guarantees cheap fuel; consequently, it is only a matter of time when many factory interests

will be in operation in this section, for capital is now seeking these advantages, where also river and railroad transportation can be had, as we have both here. Second—Business will be good and collections good this fall and winter—better than usual. Third—It seems to us, with all the lights before us, and with the past history of our people in government, that the best interest of all classes of our fellow-citizens would be best subserved should Colonel Bryan be elected our next President."

Believes That the Government Will Survive.

John G. Fletcher, president German National Bank, Little Rock, Ark.: "The business outlook in this section was never better, and the agricultural interest is in a most prosperous condition, as crops of all kinds which are grown in this section have been most bountiful and of the very best quality; this includes fruit of all kinds and vegetables and melons in greatest profusion and rarest quality, and a full average crop of cotton has been raised and is now being picked, ginned and baled and sold at good paying prices, and, in fact, the best price secured in past ten years—cotton is selling on our streets from nine and three-quarters to eleven cents per pound. The mercantile interest is generally in a very prosperous and satisfactory condition. The manufacturing interest is increasing daily in nearly every class, and all seem to be doing well and making good profits on the investments. The outlook for the South never looked brighter. As new railroads are being built throughout this State, and new enterprises are being entered into in every direction; with a crop of cotton of 10,000,000 bales, worth \$50 per bale, and the cottonseed which comes out of each bale is worth \$8 more, this will give your readers some idea of the condition of the South. This corporation is divided politically, and we never discuss politics among each other. We believe that the government is strong, and will survive the election of either candidate."

A Michigan Outlook.

A. A. Boutell, president of the Detroit Graphite Manufacturing Co., Detroit, Mich.: "In spite of the pending general election, our business this year is showing a full 50 per cent. advance over last year, and we have been compelled to run a great many nights, as well as continuously days, sometimes the whole twenty-four hours through. We have greatly increased the capacity of our pulverizing plant, as our paint business has so increased that we have the utmost difficulty in pulverizing the ore fast enough to meet the demands of our trade. While the campaign is the most quiet one that we have ever witnessed, yet the sentiment in favor of protection and sound money and the integrity of our flag wherever it may float is so general here that there seems no chance for a reversal of the former splendid majorities which Michigan has given."

"Imperialism."

Our esteemed contemporary, the Norfolk Virginian-Pilot, is not in the habit of seeing ghosts, and generally has its nerve with it, but it appears now to be scared about the dangers of "imperialism." Replying to an editorial in The Observer, in which it was sought to allay the apprehensions of the more excitable class of people, our contemporary says it is "only necessary to divest the government of its spirit to accomplish" the results which the democratic party fears, and that when you change the beliefs of the people you change them. Which sounds like a truism. "Therefore," it continues, "the democratic protest against the McKinley

doctrine that men may govern other men without their consent; against practicing government without the consent of the governed until from sheer use and familiarity our people shall come to believe that such government is entirely just and proper."

The Virginian-Pilot should know that in saying that it is treading upon North Carolina toes. We of this State have just made arrangements to govern a lot of people without their consent, and in doing this we had the warrant of the federal government's example in its dealings with the Indians, Alaskans and Hawaiians. The "consent-of-the-governed" argument may do in some localities, but it doesn't go in North Carolina, and when we are asked if we deny "that when this shall come to pass a long step toward the downfall of the republic will have been taken," we answer unhesitatingly that we do. If the people of this State had thought that in adopting their constitutional amendment last month they were committing an assault upon the governmental fabric they would not have done it, but they propose to govern these people without their consent for their own good and that of these people, too.

But our contemporary gives out a crumb of comfort. "Nobody," it says, "supposes or pretends to suppose that should Mr. McKinley be re-elected about six weeks hence he will formally set up shop as an emperor or place an order with Tiffany for a crown." And again, that it "does not matter whether the final result of such a policy [that of 'imperialism'] falls out twenty-five or fifty years hence." O, well, if the danger is twenty-five or fifty years remote, we decline to become alarmed. If we had believed all that we have read lately we would have supposed that the empire was upon us.—Charlotte (N. C.) Observer.

The American Iron and Steel Association of Philadelphia has just issued the second edition of its Supplement to the Iron and Steel Directory, which comprises seventy-eight well-printed pages and contains an authorized description of the organization of each of the thirty consolidations mentioned, giving its capitalization, list of officers, general office address and address in most instances of the district offices, and a list of properties owned by it, with the names of previous owners of iron and steel works. The name and the character of every plant are fully stated. For detailed information concerning the plants mentioned and their products reference is given to the page or pages in the Directory in which they are fully described. Iron-ore mines, coal mines, coke ovens, railroads and lake vessels owned by the consolidated companies are also given in sufficient detail. The Supplement is printed and bound in uniform style with the Directory. The price of the Supplement is \$2 per copy.

A very notable and timely project is begun in the October number of Scribner's Magazine. There is no factor in the Far East of greater importance than Russia, and just at this time the series of seven papers on "Russia of Today," by Henry Norman, will attract the widest attention. Mr. Norman is well known by his books on international politics and travel—among them, "The Peoples and Politics of the Far East." He has traveled all over the world, and is acquainted with its most important political personages. This series of articles on Russia is founded on a trip taken recently especially for Scribner's Magazine, and it included a journey over the great Trans-Siberian Railroad, with abundant opportunities to inspect the life of the people in Siberia.

RAILROADS.

[A complete record of all new railroad building in the South will be found in the Construction Department.]

BIG RAILROAD BUSINESS.

Views of President John K. Cowen on the Outlook.

The Baltimore & Ohio Railroad Co. has contracted for the purchase of 6000 pressed-steel freight cars, and is making arrangements to purchase a very large quantity of steel rails. The exact tonnage has not as yet been estimated, although it may reach as high as 40,000 tons. The cars will represent an outlay of about \$5,000,000. At present about 30,000 pressed-steel cars are in use in the country, consequently the Baltimore & Ohio contract will represent nearly 25 per cent. of all now in use in the United States. It has been one of the largest customers of the company building these cars, its officers realizing their advantages.

Mr. John K. Cowen, president of the Baltimore & Ohio, in an interview with a representative of the Manufacturers' Record, made the following statement:

"The order for cars has been given simply on account of the imperative necessity for them. We could place every car of this order in immediate use with the freight traffic offering, if they were available, although they will give us an additional carrying capacity of 280,000 tons. Of the 6000, 2000 will be of fifty tons capacity specially for coal transportation, while the balance will hold about forty-five tons each, and can be used for not only coal, but ore, metals, lumber and heavy freight in general, as they are especially adapted for the transportation of such material. They are to be constructed and delivered just as soon as possible.

"The additional rolling stock is not ordered with the view to future demands, but, as already stated, to meet the present necessity for transportation. The coal cars are not intended for the export business, but for transportation to the domestic markets. The great bulk of the fuel is going to various industries in the United States. What will be needed should business further increase I cannot say."

When asked as to the industrial outlook, Mr. Cowen said:

"I have no reason to change my views expressed some time ago in the Manufacturers' Record. I believe that the present activity which we are experiencing will increase rather than diminish, and feel that the future outlook is very encouraging."

The Manufacturers' Record, in its issue of July 5, published the opinion of Mr. Cowen, referred to in the interview, in which he said:

"The demand for iron in its various forms is unquestionably widening. Prices have been raised to figures which were abnormally high, and a cessation in the demand is the natural consequence. When they are restored to the normal figure buyers will again come into the market, although some may wait until prices again begin to advance, as it is human nature to hope that the market may decline to a lower point than it naturally would, and there are always some purchasers who wait too long. I can see no reason for more than temporary suspension of the demand. Undoubtedly the quantity exported for foreign consumption will be very large, fully as much as Mr. Atkinson predicts. Consumption of metal for railroad purposes, for building and for other use is steadily increasing."

The outlay for rolling stock and rails,

aggregating about \$6,000,000, to meet the expansion of traffic, indicates the correctness of Mr. Cowen's views three months ago. It is understood that the rails will be ordered as soon as the requirements for maintenance of way are formulated.

ENORMOUS STEEL-CAR BUSINESS.

What It Means in Increased Demand for Steel.

The Pressed Steel Car Co. of Pittsburgh has within the last week set a high-water mark in the matter of large orders for cars, the one in question being for 6000 steel cars (4000 gondolas, 2000 self-clearing hoppers) of a carrying capacity of 100,000 pounds each, to be delivered to the Baltimore & Ohio Railroad. Viewed from either standpoint of tonnage, capacity or money value, the order in question is beyond doubt the largest ever given before in the history of railroad equipment buying.

On September 28 at a banquet at the Duquesne Club, Pittsburgh, President Cowen of the Baltimore & Ohio Railroad referred in his speech that evening to the order as follows:

"I have just concluded a contract with Mr. C. T. Schoen, president of the Pressed Steel Car Co., for 6000 steel cars, involving the use of steel plate equivalent to that which would be required to build ten of the largest steel freight ships afloat. Four thousand of these cars will be distributed in the Pittsburgh district."

The remarks quoted were made as part of a speech relating to what the Baltimore & Ohio has done and is doing for Pittsburgh's interests.

When Mr. C. T. Schoen was pressed for a little interesting data he at first declined, but upon further solicitation stated: "The order is undoubtedly the largest ever given, and I would state that the Pressed Steel Car Co. in the last eight days has taken contracts for steel cars approximating in money value nearly \$7,000,000. The amount of steel needed to complete the order will amount to about 100,000 tons. And the most gratifying thing about this is that it betokens greater things in the future, because while our business is at present enormous, yet it may be said to be only fairly started into a healthy growth to a normal sturdy stature, as is amply evidenced by the fact that once a road buys the steel cars, orders are duplicated, triplicated and quadrupled."

Beside the order mentioned, the Pressed Steel Car Co. has lately closed with the Union Pacific for 480 steel ballast cars of 110,000 pounds capacity and 300 coal cars of 100,000 pounds capacity, as well as 300 steel cars for the Transvaal, South Africa, and an order of seventy-five steel cars for the Davenport & Rock Island Railway. These orders combine to make the largest single week's business ever done by any one concern in car-erecting circles.

Benefit of a Liberal Policy.

The industrial expansion along the line of the Southern Railway, referred to recently in the Manufacturers' Record and mentioned in the annual report of the railway company, has caused much favorable comment in England. The London Statist, in an article upon the Southern's annual report, says:

"The affairs of the Southern Railway merit careful attention. Firstly, its securities are largely held on this side, and may be more sought for in the future; and, secondly, the line serves that portion of the United States which will probably, in respect of manufacturing, progress during the next few years more rapidly than any other. Some idea of the progress of the South is given by

President Spencer in the reports before us. The natural wealth of the Southern States is contributed to by a varied climate and plenty of water. They contain immense quantities of coal, iron ore and wood, and produce a large proportion of the raw cotton and tobacco supply for the world. The progress of the South must bring business to the Southern Railway. Indeed, the railway has actively contributed to the growth of the past few years. It has given every inducement and assistance to manufacturers and producers. The benefit of this policy is being felt, and will probably be still more apparent in the future."

Birmingham, Selma & New Orleans.

Work is progressing upon the extension of the Birmingham, Selma & New Orleans Railroad between Martin's Station, its present terminus, and Linden, Ala., a distance of twenty-one miles. F. M. Abbott, president of the company, is quoted as saying:

"The extension of our road to the Tombigbee river will give a line through the richest agricultural section in Alabama, and the one that has been best developed. Marengo is perhaps the most thoroughly-developed agricultural county of the State, and it is now practically without a railroad. The Southern Railway's Selma & Meridian line runs through the northern corner, touching at Faunsdale and Demopolis, but the great body of the county is still without a railroad. Our line will cross the county from east to west, running within a few miles of Linden, the county-seat, and tap the best part of the county."

"The Birmingham, Selma & New Orleans road, when completed to the Tombigbee, will be about 100 miles in length."

Atlantic & North Carolina Report.

At the annual meeting of the Atlantic & North Carolina Railroad Co. the report of the president showed that the improvements include a new freight warehouse at Goldsboro, also one at Kinston, while repairs have been made to the shops at New Berne and to the company's wharf property. A number of the old structures along the line have been improved by new passenger depots. The company has purchased two additional locomotives and a number of passenger and freight cars. The earnings of the road during the year amounted to \$218,000, an increase over the previous year of \$31,000.

A Prosperous Year.

The annual report of the Alabama Great Southern Railroad Co. shows that during the year \$328,000 was paid for rolling stock, which included eight locomotives and 300 freight cars. Extensive improvements have also been made to the roadbed, and a portion of it relaid with 75-pound rails. The total earnings for the year amounted to \$2,093,000, an increase of \$277,000 over the preceding year. The net earnings amounted to \$637,000, an increase of \$67,000 over the preceding year.

Baton Rouge to Mobile.

According to a correspondent of the Manufacturers' Record, the Illinois Central Railroad Co., it is reported, is making surveys for a line from Baton Rouge, La., to Mobile. Some time ago it was reported that this company was considering the idea of adding Mobile to its Southern terminals. This line, if built, will extend nearly east and west through Southern Louisiana and Mississippi, which at present have no railroad running in the same direction except the Louisville & Nashville.

New Company Formed.

The Washington & Potomac Railroad Co. has been incorporated to control the line now in operation between Brandywine, Md., and Mechanicsville, Md., a distance of twenty-one miles. Among those interested are Charles B. Collier of Washington and John P. Poe of Baltimore. It is the intention of the company, which is capitalized at \$4,000,000, to extend the road southward to Point Lookout, on the Potomac river, and northward to Washington.

Mr. Winchell, President.

B. L. Winchell has been elected president of the Kansas City, Fort Scott & Memphis Railway Co. Mr. Winchell has been acting as vice-president of the Colorado & Southern road, although formerly assistant passenger agent of the system of which he is now president.

Railroad Notes.

Mr. B. H. Helm has resigned his position as commissioner of the bureau of freight and transportation at New Orleans.

At the annual meeting of the stockholders of the Seaboard Air Line at Portsmouth, Va., the present board of directors was unanimously re-elected.

Arrangements are being made to organize a bureau of freight and transportation at Norfolk, Va., by the business men and manufacturers of that city.

The Birmingham Railway & Electric Co. has determined to purchase twenty cars for use upon its line, and is constructing five at its shops at Birmingham.

A New Orleans dispatch states that the Board of Trade is making arrangements to begin a steamship service between New Orleans and Brownsville, Texas.

The line of steamships between Philadelphia and Savannah, arranged by the Merchants & Miners' Transportation Co., has begun regular sailings between the ports mentioned.

The Manufacturers' Record is officially informed that the Seaboard Air Line is preparing specifications, and will ask for bids for twenty passenger coaches and five baggage and express cars.

The Kansas City Southern Railway Co. is receiving a number of heavy freight engines constructed upon its order by the Baldwin Locomotive Works. The locomotives weigh about ninety-two tons each.

According to a dispatch from Newport News, the Chesapeake & Ohio Railroad Co. has secured control of the Coastwise Steamship Co., which has a fleet of vessels in the coal trade between Newport News and North Atlantic ports.

Mr. Russell Harding, vice-president of the Missouri Pacific Railway Co., is authority for the statement that the railroad shops recently destroyed by fire at Little Rock, Ark., will be rebuilt on the same site as the original buildings.

The Missouri, Kansas & Texas Railroad Co. has prepared plans for a new passenger depot at Waco, Texas, which will be built on the site of the present structure. Plans have been submitted to the city authorities at Waco for approval.

The Business Men's League of Harri-man, Tenn., is desirous of securing the repair shops and general offices of the Tennessee Central Railroad, and has offered to donate the necessary land for the purpose. The railroad company has the offer in consideration.

A dispatch from Memphis, Tenn., is to

the effect that the car works in that city controlled by the Southern Car & Foundry Co. will resume operations in the near future, as the controlling company has secured a number of orders for rolling stock which will require the equipment at the Memphis plant.

Nicholas Ittner of Atlanta, Ga., has secured the contract for building the union depot at Columbia, S. C., which has already been described in the Manufacturers' Record. The cost of the depot, including train shed, will be about \$100,000. It is to be completed within ten months from the date of contract.

It is announced that the several railway lines entering Galveston have determined to erect jointly a bridge across Galveston bay, which will be two and one-quarter miles in length and double-track. It will be constructed of steel and the tracks placed at an elevation ten feet higher than on any previous structure.

A report connecting the Seaboard Air Line and the Macon, Dublin & Savannah Railroad is to the effect that the latter line may be operated by the Seaboard in the near future. By building an extension forty miles long a new route would be completed from Macon to Savannah by way of the Dublin road and the Georgia & Alabama division of the Seaboard Air Line. The Macon, Dublin & Savannah is in operation between Macon and Dublin, a distance of fifty-four miles.

The Seaboard Air Line Industrial Association, which has for its special object the encouragement of improvements of farms, factories and towns along the lines of the Seaboard Air Line, will meet at Jacksonville, Fla., October 24 to 26. Mr. John T. Patrick, chief industrial agent of the system, in an interview with Jacksonville Times-Union, said that the association would this year give special attention to inducing school children to see that all schoolhouses are painted and the grounds decorated with trees and flowers.

World Crisis in China, 1900. A short account of the outbreak of the war with the Boxers and ensuing foreign complications, including also a sketch of events leading up to the distracted situation in the Celestial Empire in the closing of the century. By Allen S. Will. Publisher, John Murphy Company, Baltimore and New York.

Mr. Will, who, as a member of the editorial staff of the Baltimore Sun, is specially called to watch day by day the developments of the telegraphic history of the world, has combined in this handy volume of less than 200 pages a lot of valuable information for every intelligent reader who desires to have convenient the facts bearing upon the crises in China. The volume embodies, in addition to a clear, succinct arrangement of facts gleaned from the events of the past two years, the official documents of the United States dealing with the problem and clearly revealing the interests of this country in the Eastern situation, a chapter reviewing the Chinese-Japanese war beginning in 1894, a discussion of the railway as a conqueror in Asia, brief character sketches of the Empress Dowager of China, the Emperor, Li Hung Chang, and Kang Yu Wei, China's leading reformer, an analysis of the developments of the era of foreign interference in the Celestial Empire, a sketch of the history of China, of the Taiping rebellion, of Chinese religion and civilization and of the government of China. It is a good book for every newspaper reader to keep beside him, in that it throws much light upon affairs in the East, and an excellent map showing the progress of railroad construction in the empire is specially valuable.

FOREIGN TRADE.

This department is designed to set forth opportunities for the extension of the trade abroad of American manufacturers, and to record facts about the rapidly-developing commerce of the South.

Illinois Central Exports.

President Stuyvesant Fish of the Illinois Central Railroad recently made a trip over the southern section of the system with a party of directors. In an interview concerning the business outlook at New Orleans he said:

"The traffic between New Orleans and Cuba, San Domingo and Porto Rico is increasing right along, and we think it will continue to do so. Other export business through New Orleans—that is, to the old countries—is also in good shape, and I see no reason why such a condition should not continue to obtain.

"One thing in this connection that I regard as certain is that there is scant chance for a blockade at the port of New Orleans during the coming export season. I know that a number of new ships will work out of there, and while there may be times when shippers think their freight is not moving as rapidly as it should, I anticipate nothing in the nature of a blockade. Of course, I am not posted as to what the other roads are doing or are likely to do, but so far as our business through Memphis is concerned, and over all parts of the system, I know that we will have all the work for our box cars that they can do."

New Elevator at Westwego.

The plans for the elevator which it is proposed to build at Westwego, in the suburbs of New Orleans, show that it will hold 600,000 bushels of grain. The contract, it is announced, has been let to James Stewart & Co. of St. Louis by the Texas & Pacific Railway Co., for whom it is being built. In connection with the other elevator in operation at Westwego, the new structure will give the company a total storage capacity of 1,000,000 bushels. A wharf 500 feet in length is also to be erected at the same point.

Baltimore Coal Exports.

The exports of coal from Baltimore for the month of September included cargoes for South America, Mexico, Italy, France, Sweden, Austria, Arabia and the West Indies. The total quantity of coal exported amounted to 27,900 tons. It is probable that a number of cargoes will be loaded this month at the coal pier recently completed at Curtis Bay, which will considerably add to the shipments.

To Rebuild the Main.

A dispatch from Newport News, Va., states that the contract has been awarded to the Newport News Shipbuilding & Dry-Dock Co. for reconstructing the steamship Main of the North German Lloyd fleet, which was burned in New York harbor several months ago. The contract will represent an expenditure of over \$500,000.

New Orleans to Porto Rico.

The first vessel on the line between New Orleans and Porto Rico will leave New Orleans in a few days. The promoting company is termed the New York & Porto Rico Steamship Co., and is represented at New Orleans by W. W. Huck. It is expected that a large quantity of rice will be shipped to Porto Rico by this line.

To Deepen the River.

It is announced that the proposed improvements on the Congaree river, with

the view of making it navigable to the suburbs of Columbia, S. C., are to begin at once. The improvement includes a dam and locks, which will cost \$75,000. A channel will also be blasted in the bottom of the river at an additional expense.

Notes.

The Star Line of steamships has opened an office at Pensacola, Fla., which will be one of the ports served by this company in its service between the United States and Cuba.

The cotton clearances one day last week at New Orleans amounted to 56,214 bales, of which all but 5302 bales went abroad. Included in the shipments were 2067 round bales for Liverpool, 2000 round bales for Bremen and 67 round bales for Genoa.

It is understood that Pinkney Bros. of Sunderland, England, who control the Neptune Line of steamships between Baltimore and Rotterdam, have decided to add two additional vessels to their fleet, which will be considerably larger than any in service.

It is stated that arrangements are being made to export sweet potatoes from North Carolina to England, France and Germany. A movement is on foot to introduce the Carolina potatoes into the foreign market, which, it is believed, will result in extensive consignments being made abroad.

The dredge Thomas, one of two seagoing dredges being built by the Maryland Steel Co. for the Metropolitan Dredging Co. of New York, has been successfully launched at Sparrow's Point. The two will be the largest seagoing dredges in this country, and probably in the world. Outwardly they resemble ocean steamships of the "tramp" class, each being 300 feet in length, with a beam of 52½ feet. The space usually reserved for cargo on a steamship is utilized for the material taken from the bottom of the harbor or channel, and each vessel has a capacity for 28,000 cubic feet. They have the power to remove this amount every hour by suction when working at full speed. As soon as loaded they move into deeper water and discharge the material. Similar dredges are used to keep the channel at the mouth of the Mersey river near Liverpool at proper depth, and have been found indispensable in this service.

Buildings of Cement and Steel.

Arrangements are being made to turn out a quantity of structural steel at the plant of the Maryland Steel Co. at Sparrow's Point, which will be used in connection with cement for general building purposes. As readers of the Manufacturers' Record are aware, the Maryland Cement Co. has in operation a large plant for making the material out of slag from the Sparrow's Point furnaces. It is calculated that this grade of cement is 30 per cent. lighter than ordinary brick, and it is intended to use it as a backing or filling for steel girders, columns, etc. At the Paris Exposition was shown an ornamental stairway, also other work, in which cement was used in place of brick and other heavy material. The stairway was not only entirely fireproof, but considerably lighter than metal structures of this character. At present many office buildings and hotels have exterior walls and partitions consisting of metal supports lined with brick. It is believed that the cement can be substituted with as good results. Among the advantages claimed for its use are its cheapness and the fact that a building thus completed would not require such a solid foundation, owing to the lighter weight of the material entering into the structure.

TEXTILES.

[A complete record of new textile enterprises in the South will be found in the Construction Department.]

Correspondence relating to textile matters, especially to the cotton-mill interests of the South, and items of news about new mills or enlargements, special contracts for goods, market conditions, etc., are invited by the Manufacturers' Record. We shall be glad to have such matter at all times, and also to have any general discussion relating to cotton matters.

\$50,000 Knitting Mill.

An important industry is about completed at Williamsburg, Va., and will commence operations November 15. It is the plant of the Williamsburg Knitting Mill Co., which formed some months ago with capital stock of \$50,000 and let contracts for the mill. The plant includes a main building 125 feet long, two stories high, with a 70x50-foot wing. The equipment at the start will consist of ten tables of knitting machines, employing 100 hands and producing 200 dozen suits of fleece-lined underwear daily. The steam-power plant will furnish 100 horse-power. Only the first floor of the mill building will be occupied at first, thus providing readily for doubling of capacity. L. W. Lane is president; Hugh S. Bird, vice-president, and A. W. Chapin, superintendent and treasurer. Mr. Chapin is an experienced knitting-mill manager and operator of twenty years' experience.

\$50,000 Knitting Mill for Knoxville.

Mr. J. T. Brownlow has been organizing a knitting mill at Knoxville, Tenn., and announcement was made that arrangements for establishing the plant had been practically completed. Charter has been since granted under the title of the Standard Knitting Mill Co., with the capital stock placed at \$50,000. The incorporators are Messrs. J. T. Brownlow, E. E. McMillan, H. B. Brenner, W. P. Bidle, M. F. Fleniken and L. J. Jouralon. Mr. Brownlow will be manager, and he is now in Philadelphia making contracts for the equipment of machinery needed.

2500-Spindle Mill for Colored Labor.

Announcement is made that a cotton factory will be established at Dallas, Texas, to be operated by negro labor. The enterprise will be equipped and owned by J. E. Wiley, a wealthy and energetic negro of Dallas county. Mr. Wiley owns commodious brick buildings, which he has chosen for equipment as a cotton mill with 2500 spindles and the necessary complementary apparatus. The buildings are adjacent to railway facilities, electric-power, light and water. Orders for the machinery will be placed soon.

\$200,000 Mill at Alexander City, Ala.

Efforts have been successful for the establishment of a \$200,000 cotton-manufacturing plant at Alexander City, Ala. The mill will be erected as the Alexander City Cotton Mills, and the company has organized under that title, purchased 200 acres of land for site, and will let contracts for factory at an early date. The equipment will number 10,000 spindles. Messrs. J. M. Lewis of Baltimore, Md.; D. L. Lewis of Sycamore, Ala., and Col. W. H. Pinckard of Birmingham, Ala., organized the enterprise.

Crown Cotton Mills, Dalton, Ga.

The stockholders of the Crown Cotton Mills of Dalton, Ga., held their annual meeting last week. The reports of the management were entirely satisfactory, and a cash dividend of 10 per cent. was declared; of this, 6 per cent. is payable November 1 and 4 per cent. April 1. The

company also decided to expend \$20,000 for improvements and new machinery that will greatly increase the quality of its output. The equipment is now 20,000 spindles and 542 looms on duck and osnaburg.

\$40,000 Knitting Mill.

The knitting mill lately mentioned as proposed at Waycross, Ga., is now assured. A capital stock of \$40,000 is intended, and nearly all of this has been subscribed. J. S. Bailey of Waycross will be a large stockholder, and George Woodin of the Adirondack Knitting Mills, Newport, N. Y., will also be largely interested, and general manager. Arrangements for building and equipping plant will be made soon. G. R. Youmans is president; J. S. Bailey, vice-president, and C. I. Allen, secretary.

The Cotton Movement.

According to the report of Col. Henry G. Hester, secretary of the New Orleans Cotton Exchange, the amount of cotton brought into sight during the first twenty-eight days of this season was \$12,222 bales, a decrease of 183,637 bales. The exports were 230,424 bales, a decrease of 163,547 bales; takings by Northern spinners 29,972 bales, a decrease of 61,502 bales; by Southern spinners 111,172 bales, a decrease of 12,954 bales.

Atlanta Rug Mills.

The Atlanta Rug Mills was organized some weeks ago and established, at Atlanta, Ga., a factory for the production of genuine Smyrna rugs. Since the establishment capacity has been doubled, and already arrangements are in view for still further enlarging. The company intends to erect its own building within the year and install equipment for the production of 50,000 rugs per month.

Textile Notes.

The Anderson Cotton Mill of Monticello, Ark., has been incorporated, with capital stock of \$80,000, and T. H. Matthews, president.

The Midland Hosiery Co., Lynchburg, Va., has purchased site for the erection of a new building. Additional machinery will be installed.

It is proposed to form a \$100,000 company to build a 5000-spindle cotton mill at Gadsden, Ala., and O. R. Goldman is interested in the movement.

Dave L. Rosenau has purchased the plant of the Tuscaloosa (Ala.) Wadding Co., and will remodel it for operation, probably as a knitting mill.

The Octoraro Mills Co. of Red Bluff, S. C., capital stock \$30,000, has been incorporated by Messrs. B. G. Worth and C. W. Worth of Wilmington, N. C., and C. A. Woods of Marion, S. C.

The semi-annual meeting of the Huntsville (Ala.) Cotton Mill's stockholders was held during the week. The officers were re-elected. The company declared a 15 per cent. dividend last June.

The Salisbury (Md.) Knitting Co. has been organized and will equip a plant for producing half-hose; capacity to be 100 dozen pairs daily and thirty hands to be employed. Samuel A. Graham is president.

E. B. Baxter of Augusta, Ga. (101 Montgomery Building), is organizing a company to build a cotton factory at Sparta, Ga. It is proposed that this company buy cotton in the seed and gin it for use in the mill.

Gustavus Milhiser of Richmond, Va., will erect at Roanoke Rapids, N. C., a cotton mill to employ 100 operatives. Land has been purchased for site, and work will be commenced soon. One hun-

dred cottages will be erected for the operatives. Electric-power generated from water will turn the machinery. Fine damask will be the product.

Messrs. Jacob Wilson and Scott Deibert will build a textile mill at Elkton, Md. The erection of a 40x80-foot frame building has been commenced. The exact nature of this textile enterprise has not been announced yet.

The Unity Cotton Mills, of La Grange, Ga., incorporated some months ago, has let contract to Sike Bros. for the erection of its main building. This will be a 104x360-foot structure, for a capacity of 10,000 spindles. The company has capital stock of \$100,000, and will put in only 5000 spindles at the start. Duck and heavy osnaburg will be the product.

Work is progressing on the Moorhead (Miss.) Cotton Mills. The main buildings are about completed, and twenty-eight operatives' cottages will be ready for occupancy in thirty days. The main structure is two stories high, 76x216 feet, to contain 3200 spindles for producing duck and other heavy goods; daily output 4750 pounds; will employ 100 operators. The cost of plant is about \$131,000.

The Monarch Cotton Mills of Union, S. C., are nearing readiness for operations. The building, four stories high, 175x140 feet, is finished, and the machinery is being installed. The equipment will consist of 10,000 spindles and 200 looms to manufacture print cloths 64x64 inches in size. The tenant cottages number sixty-five. The machinery is now being placed rapidly in the mill.

Cottonseed-Oil Notes.

The Farmers' Oil Mill and Ginnery at Clinton, S. C., has been incorporated, with a capital stock of \$30,000.

The Alabama Cotton Oil Co. at Huntsville, Ala., has established a large gin and cotton compress, which has commenced operations.

The Southern Cotton Oil Mill at Greta, La., started its season's run last week. The prospects for extended operations are very promising.

The Atlantic Cottonseed Oil Mill at Camden, S. C., will begin work on or about the 1st of October. This is an \$8000 plant, and employs over 100 men.

Owing to the lateness of the season, the Richmond Cotton Oil Co. of Chattanooga, Tenn., will not begin operations this year until on or about the 15th of present month.

The Nacogdoches Cotton Oil Mill at Nacogdoches, Texas, started up for the season on the 25th ult. with 500 tons of seed on hand. The wagon receipts at that point are forty tons per day, besides receipts from railroads.

The Holly Springs Cottonseed Oil Mill Co. of Holly Springs, Miss., will commence operations in early November, employing seventy-five hands. Mr. Withers has resigned as president of the company, and has been succeeded by Capt. George M. Buchanan.

The annual report of the American Cotton Oil Co. for the fiscal year ending August 31 is not yet complete, but returns are sufficient to estimate the net earnings with some degree of accuracy. The company carries a handsome cash surplus without a dollar of debt. The surplus earnings will be much better than in 1898, when a 3 per cent. dividend was paid on the common stock, but will fall below the figures of last year, when 4 per cent. was paid. The common dividend for the year will be declared in the first week of November.

The market for cottonseed oil in New

York last week closed nominal, with an easier tendency, while crude South was firmly held at ruling figures. On the 1st inst. crude South was strong at 29 cents bid and refused for prompt shipment, and 30 cents asked, while spot refined was steady at 27 cents, with sales at that figure. At the close quotations were as follows: Crude tanks, forward South, 26½ to 29 cents; prime summer yellow, 36½ to 37 cents; do. forward, 34 to 35; do. bleaching, 37½ asked and do. off grades 36 to 36½ cents; white, 40 to 41 cents, and winter yellow, 41 to 42 cents.

Receivers' prices for cottonseed products at New Orleans last week ranged as follows: Cottonseed, 10 per ton of 2000 pounds delivered for good, sound seed, including sacks; cottonseed meal jobbing per carload at depot, \$21 per short ton of 2000 pounds; for export per long ton of 2240 pounds f. o. b., \$23.50 to \$23.75; oil-cake for export, \$23.50 to \$23.75 per long ton f. o. b.; cottonseed hulls delivered per 100 pounds, according to location of mill, 25 cents; crude cottonseed oil at wholesale or for shipment, 28 to 32 cents per gallon loose f. o. b. tanks here; in barrels loose f. o. b. mills, 30 to 32 cents; linters, according to style and staple—A, 4½ to 5 cents; B, 4½ cents.

A dispatch from Richmond states that Winston & Co. and Locker & Zollinger of Richmond, Va., together with McArthur Bros. Co. of Chicago, have been awarded the contract for the construction of the Wachusetts dam across the Nashua river at Clinton, Mass., to supply drinking water for Boston. The dam is to be 1400 feet long, 190 feet high and 175 feet wide at the bottom, and the contract is said to be the largest of the kind ever awarded in this country save that for the Croton aqueduct for New York water supplies.

Negotiations are under way with the view of consolidating the Montgomery Light & Power Co., the Montgomery Street Railway Co., the Montgomery Water Power Co., also the Suburban and Northern street railways. The various corporations represent about \$1,900,000 in stock and bond issues of \$1,700,000. Messrs. Hambleton & Co. of Baltimore are interested in the plan. The consolidation will represent all of the local railway, light, water and power companies, with one exception.

Quarter-Acre Possibilities. By Frank H. Nutter and William J. Keith. Price \$1.

This is one of the practical guides to the improvement of home surroundings in which Mr. W. J. Keith, the Minneapolis architect, is interested. It contains plans and drawings, with specifications, for the adornment of the grounds of twenty-five suburban or town homes, with an additional chapter on landscape gardening by Mr. Nutter, who is engineer of the Minneapolis Park Board.

It is stated that the work of building the proposed big saw-mills and log roads by Gen. Russell A. Alger and associates on their recently-acquired timber properties in Florida and Alabama will shortly begin, as preparations are being made for the surveys, etc. The terminal facilities of the company at Pensacola will be on an extensive scale when completed.

An amendment to the charter of the Oxford Furniture Co. of Oxford, N. C., was granted last week empowering the company to increase its capital stock from \$20,000 to \$30,000.

Mr. W. G. Sadler of Nashville, secretary of the National Fertilizer Co., has become the managing editor of the Tennessee Farmer.

PHOSPHATES.

Phosphate Markets.

Office Manufacturers' Record,
Baltimore, Md., October 3.

The week's transactions in phosphate rock in the local market have been light, with the demand confined to small lots. Manufacturers of fertilizers are not in the market to any great extent, being occupied mainly in shipping their output. There has been some Tennessee phosphate rock offering of 78 per cent. grade, but as values are not down to the Florida standard, sales cannot be effected even when a price is named below quotations. Among the charters for the week are the following: Bark F. S. Hampshire, 992 tons, from Grand Connetable Island to New York with phosphate rock at \$2.75, and British steamer Ranmoor, 1394 tons, from Fernandina to Rotterdam with phosphate rock at 25/. Reports from mining sections show a fair distribution of rock, the foreign inquiry being the most decided. In South Carolina the market is steady, stocks showing some accumulation, owing to excessive freight rates and other causes. The shipments for the commercial year ending August 31 from Beaufort reached 135,753 tons, and from Charleston 292,809 tons, or a total of 428,562 tons, against 481,076 tons for 1898-99. The movement in Florida rock is fairly active, and the foreign inquiry much better than the domestic, shipments of pebble being quite liberal, with an increase in shipments of land rock from the ports. The tone of trade in the Tennessee field is unchanged, the demand being chiefly from the foreign market. Values continue unchanged, and large holders are generally firm in their views, while small miners in some cases are making concessions in order to effect sales. Quotations at the close of the week were as follows: 72 per cent. rock \$2.25 to \$2.50, 75 per cent. \$2.75 to \$3 and 78 per cent. at \$3.50 to \$3.75.

Fertilizer Ingredients.

The ammoniate market is quiet, with values firm and tankage and blood a shade higher. The volume of business continues moderate, the demand from the South and East being at the moment confined to medium-sized orders. Messrs. Thos. H. White & Co., in their circular for September, review the market as follows: "The ammoniate market since our reports of the 1st ultimo has been quiet. Some interest has been shown in the usual offerings of packers' tankage, contracts six to twelve months from November 1. Several sales are reported on the basis of \$1.65 to \$1.70 and 10 f. o. b. Chicago. The distribution of manufactured goods to the fall trade has been very active all the month, and is in excess of past seasons in the Eastern States. In the Western circuit it has been poor, averaging about 65 per cent. of last year. We have no change to note in the position of nitrate of soda or of cottonseed meal. Sulphate of ammonia has declined considerably abroad."

The following table represents the prices current at this date:

Sulphate of ammonia (gas).....	\$2 65	@ 2 70
Nitrate of soda, spot Baltimore.....	—	@ 2 05
N. York.....	—	@ 1 80
Blood.....	2 25	@ 2 30
Azotine (beef).....	2 20	@ 2 25
Azotine (pork).....	2 20	@ 2 25
Tankage (concentrated).....	1 92½	@ 1 95
Tankage (9 and 20).....	2 15½	@ 2 20 & 10
Tankage (7 and 30).....	19 50	@ 20 00
Fish (dry).....	23 00	@ 24 00

Phosphate and Fertilizer Notes.

The Central Phosphate Co. at Mt. Pleasant, Tenn., started the machinery of its washer at its new plant last week.

The British steamship Mascanomo, with 2789 tons of high-grade Florida phosphate rock, and the British steam-

ship Labuan, with 2251 tons, cleared from Savannah, Ga., for Bremen, both steamers having other cargo.

The foreign exports of Tennessee phosphate rock from the port of Pensacola, Fla., for the month of September aggregated 15,946 tons.

The Levy County Phosphate Co. has erected a phosphate plant at Montbrook, Fla., and is getting out and shipping over fifty tons of rock per day.

It is reported that the big plant of the Virginia-Carolina Chemical Co. at Baldwin's, near Beaufort, S. C., will resume operations at an early day, and also that the company contemplates inaugurating extensive improvements at its factory at Beaufort.

The amount and value of phosphate rock produced in the United States during the past five years was as follows: 1895—1,038,551 long tons, value \$3,606,094; 1896—930,779 tons, value \$2,083,372; 1897—1,039,345 tons, value \$2,673,202; 1898—1,308,885 tons, value \$3,453,460; 1899—1,441,379 tons, value \$4,602,695.

Major E. Willis, in the Charleston News and Courier, reviewing the fertilizer trade of Charleston, S. C., for the commercial year of 1899-1900, gives the following figures: "Total shipments of fertilizers and materials from September 1, 1899, to August 31, 1900, amount to 376,314 tons, and shipments and sales from Port Royal 30,000 tons, Savannah 100,000 tons and Charleston 376,314 tons, making a grand total of 506,314 tons, against 457,412 tons the previous year."

The Hollander Line steamship Evelyn finished loading at Port Tampa on the 25th ult. with about 2200 tons of pebble phosphate from the Land Pebble Company for Cartaret, N. J., and the steamship Rosenenth arrived at Port Tampa on the 24th ult. from Kingston, Jamaica, for a cargo of phosphate, about 2100 tons, from the Palmetto Phosphate Co., and sailed on the 26th for Grenville, France. The British bark Rathlin Island was loading a cargo of phosphate on the 1st. The land pebble shipments from Port Tampa for eight months ending August 31 amounted to 17,875, against 16,460 tons for the same period in 1899.

Among the shipments of lumber last week from Savannah were 196,206 feet of lumber by steamship D. H. Miller for Baltimore, and 294,438 feet by steamship Tallahassee for New York. The steamship Vala for Manchester, England, carried out among her cargo 353 pieces of sawn pitch-pine timber, valued at \$1471.

The Manufacturers' Export Co. of Mobile, Ala., was incorporated in that city on the 20th ult., with a capital stock of \$25,000. The purpose of the company is to export timber, lumber and other commodities, provide booms for the storage of timber and conduct a general commission business. The incorporators are W. McGhee, J. T. McKeon, H. L. Glover, Mobile, and J. E. North of Bond, Miss., and W. J. Kilduff and H. S. Donald of Mobile.

A party composed of S. M. Lamont, president of the Southern States Lumber Co.; P. K. Yonge, manager of the concern F. C. & D. G. Brent; C. C. Packard of Toledo, Ohio, and Civil Engineer Freeman of the company, left Pensacola, Fla., last week to make an inspection of their extensive milling plants at Seminole, Muscogee and Millview, Fla. The trip made by the party was a complete circuit, and was very satisfactory, the properties all being found in good condition. The Southern States Lumber Co., it is said, has the finest section of timber land on Perdido bay.

LUMBER.

[A complete record of new mills and building operations in the South will be found in the Construction Department.]

LUMBER MARKET REVIEWS.

Baltimore.

Office Manufacturers' Record,
Baltimore, Md., October 3.

The local lumber market, while not showing pronounced activity, is steadily moving towards better conditions, and dealers and manufacturers report more encouraging features in nearly every direction. Stocks of lumber on wharves and docks are being considerably reduced, this referring more especially to North Carolina pine. The visible supply of this lumber is much below that of the corresponding period last year, and as a number of mills in Virginia and Eastern Carolina have shut down entirely for the present, and many others running on short time, the output has been considerably reduced. With the present demand values are appreciating and shipments are generally better from all distributing points. The local demand for box lumber is better, with prices higher. The foreign inquiry is moderate, but with lower rates would be considerably larger. In Georgia pine the market is firm and higher for most grades, with stocks ample for the demand. Cypress is quiet and steady. Hemlock and spruce show up much better as to prices, while the demand is not excessive. White pine is in good request, and later on dealers expect a better trade, while values rule very steady. In hardwoods the movement is somewhat better, the inquiry from nearby towns showing an increase. Values rule firm for nearly all descriptions of hardwoods. The foreign export trade continues quiet, with shipments light, both for Baltimore and Norfolk.

Savannah.

[From our own Correspondent.]
Savannah, Ga., October 1.

The movement among Georgia lumbermen shows more activity as winter approaches, and among millmen the outlook for good average fall trade is encouraging. Stocks under the order issued by the Georgia Saw Mill Association have been kept down, and now at this juncture the supply is barely equal to the improved demand prevailing. Northern buyers have during the past month been sending in numerous inquiries, which will result in considerable actual business later on. Prices are very steady, and holders are disposed to be firmer in their views, preferring to hold stocks rather than accept lower figures. The situation at nearby ports shows a material improvement in all the avenues of the lumber trade. At Darien the business is of good volume, and but for the high rates of ocean and coastwise freight both the domestic and foreign business would be much heavier. The activity at Brunswick is quite marked, and both in lumber and crossties there is an active movement, shipments of the latter for September being nearly 100,000. Among the mills at St. Simons orders are plentiful, and at all adjacent points milling plants are running on full time. The charters reported last week are significant as showing an improvement in business and in shipments from various points, and are as follows: A schooner, 555 tons, Savannah to New York with lumber at \$6; schooners Georgia L. Drake, 399 tons, and Cactus, 456 tons, from Darien to Bath, Maine, with lumber on private terms; schooner Chas. L. Valentine, 535 tons, from Savannah to New York with lumber at \$6; schooner Anna E. Krantz, 578 tons, Savannah to

Portland, Maine, with lumber at \$6.50, and schooner John C. Smith, 363 tons, Brunswick to New York with lumber at \$6.

Beaumont.

[From our own Correspondent.]
Beaumont, Texas, October 1.

Among millmen during the past fortnight the principal topic of discussion has been the storm at Galveston, but in the regular routine of trade the excitement occasioned thereby has been lessened and a calmer tone is present in all departments of the lumber trade. The general conditions surrounding the market are in the main very satisfactory. Numerous inquiries for good substantial orders of lumber are coming from various sections of the country. There is a pronounced demand for dressed lumber and for dry yard stock, of which there is a fair supply in good condition on account of the favorable season in August and September for seasoning stock. Manufacturers are receiving numerous sawing orders from the Northwest and other points. A large amount of timber and construction material will be required by railroads, which have lost heavily in tracks and bridges, and already some heavy orders are under consideration. So far there has been no real shortage in cars, but it is feared that with the heavy lumber trade in sight for the fall and winter months railroads which have suffered by the recent storms may find it difficult to handle the prospective traffic. It is stated that the lumber-yards in Galveston have all resumed business, and are sending out large orders to meet the local demand for the building up of the city.

Mobile.

[From our own Correspondent.]
Mobile, Ala., October 1.

The volume of trade in the general lumber and timber market during the past month has been moderate. In timber the market has been quiet, and prices lower, but at the moment values are nominally steady, with a slightly better demand. Advances from the European market are unchanged, and in the timber trade generally business is quiet, with holders firm. The London Timber Trades Journal of the 22d ult. has the following remarks on the timber trade: "The market continues without much change, except that London dealers show increased disposition to buy, being more inclined than was lately the case to entertain goods at the higher figures asked by sellers. There is considerably less stock in first hands now than has been known for years, and holders of such sizes as 3x9 and 3x11 in good qualities command the situation. These dimensions, both in yellow and white, were never scarcer, and for best sorts prices quoted are proportionately high. The free-on-board trade is very quiet, and purchasers on this side are only to be found when c. i. f. prices are quoted; but such sales are exceptional. The majority of shippers with goods still to dispose of continue to hold their stocks firmly, maintaining their determination to allow the goods to over-winter rather than give way to any extent in their asking prices. A few sellers, for financial reasons, are ready to meet buyers in the hopes of realizing, but there will not be much done even on a reduced scale of prices, the freight market being the chief impediment. Business has been more brisk in the mahogany and hardwood trade, with an improved tone in the wholesale market, values being firm and steady." The quotations on Saturday in the local market for timber were as follows: Hewn timber in fair demand at 14½ cents, basis of 100 cubic feet, average B1 good. Sawn timber in better demand at 13 to 13½

cents per cubic foot, 40-foot basis. There is a good demand for logs, cypress selling at 6 to 8 cents per cubic foot; cane ash, twenty inches and up, \$8 per 1000 superficial feet; poplar \$8, and oak \$8 to \$12 per 1000 superficial feet. Pine saw logs are selling at \$5 to \$10 per 1000 superficial feet, according to average and quality. The lumber trade continues to show a steady demand from the usual sources, and the inquiry from Cuba and South America is good, with some heavy shipments going out weekly. Millmen at all adjacent points are running their plants at their full capacity, and prices are generally firm, especially for the better grades. The shipments last week amounted to nearly 2,000,000 feet to Cuba, South America, South Africa and Liverpool, England. In hewn timber 100,719 cubic feet were shipped to Liverpool, and in sawn timber 26,590 feet went to the same port. The bark Defender cleared for Port Natal, South Africa, with 41,068 cubic feet of sawn timber and 59,728 feet of lumber. Among the charters reported last week were the following: Norwegian bark Adolph from the Gulf to Buenos Ayres with lumber at \$15; schooner James A. Garfield from Ship Island to Point-a-Pitre with lumber at \$10, and the Italian bark Paola Angelo from Gulf to Buenos Ayres or La Plata with lumber at \$14.75.

St. Louis.

[From our own Correspondent.]
St. Louis, Mo., October 1.

Business in many departments of the local lumber trade is fairly active, but in others only a moderate demand is present. Manufacturers and dealers are looking forward to a better trade in Southern pine during the present month, and at the moment they have orders sufficient to keep their mills going, and at present prices do not care to increase their output materially. Reports from nearly all milling sections are favorable, mills running on full time, with stocks showing no accumulation. The hardwood situation is satisfactory as a whole, and indications point to more than an average volume of business during October. Receipts during the past ten days have been light compared with the first half of September, and the demand is generally fairly active, with the business of the past month larger than that of August. Desirable grades of oak have been moving freely, with plain stock in good demand, with sales of red and white quartered reported. Prices of cottonwood are steady and unchanged, with light receipts. The demand for ash is regular, and wagon shops and other woodworking concerns are picking up the most desirable lots on the market. Transactions in cypress have been of good volume during the past week, sales of some large lots having been reported. Reports from the milling sections show the demand from all sections to be better than usual, mills generally being behind in orders. The list of values is generally firm, especially Louisiana stuff.

Lumber Notes.

Receipts of lumber at New Orleans for the week ending September 28 amounted to 2,082,000 feet, and for the season 19,882,121 feet, against 15,552,009 feet last season.

Shipments of lumber from the port of Mobile for the week ending the 28th ult. amounted to 2,360,000 feet, and of hewn timber 100,719 cubic feet, and sawn timber 67,648 cubic feet.

The Russ, Burgess & Graydon Co. made its first shipment of lumber from Jonesville, La., last week, consisting of red gum, ash, oak and poplar, amounting

to 500,000 feet, consigned to Paris, France.

The Texarkana Handle Co. of Texarkana, Ark., has been sold to M. Reeves for \$4000. Mr. Reeves will enlarge it to a \$25,000 plant. This factory has been shipping part of its output to Germany.

The Charleston Door, Sash & Lumber Co. of Charleston, S. C., has been chartered, with a capital stock of \$20,000. The officers are W. G. Jatho, president; George W. Jatho, secretary, and Elise Jatho, treasurer.

The barkentine Stephen G. Hall sailed from Charleston, S. C., last week with 450,000 feet of lumber for New York, and the Clyde steamer Algonquin took out 7000 feet of lumber and 2500 crossties among her cargo.

It is stated that there are 60,000 crossties awaiting shipment at Georgetown Landing, on the Tennessee river below Florence, Ala. Both sides of the Tennessee river for miles are lined with crossties awaiting a boating tide for shipment.

The plant at Washington, La., consisting of a saw-mill, shingle mill and cotton gin, owned by H. L. Bedstrup and leased by Gibbons & Nicholson, was totally destroyed by fire on the 28th ult. There was no insurance on any of the property destroyed.

The following shipments of wood products were reported at Pensacola for the month of September: Pitch-pine lumber, 29,917,989 superficial feet; oak timber and lumber, 418,188 feet; oak staves, 217,466; cedar logs, 100, and cedar pencil slats, 260 cases.

Col. John M. Martin of Martin, Fla., has sold to a New York spoke and rim-manufacturing concern the hardwood from over 400 acres of the famous Sugar Hammock. The company will soon erect a saw-mill and put in switches for the shipment of available hickory.

The Freeman & Hodges Lumber Co. has been chartered to do a general saw-mill and lumber business in Beaufort county, North Carolina. The capital stock is \$9000, with privilege of increasing to \$50,000. Messrs. S. P. Freeman, R. E. Hodges and M. Braddy are the stockholders.

On the 28th ult. some 215 Slavonians arrived at Madison, Miss., from Chicago en route to the white-oak lands of Pearl river, near Madison, to cut staves for shipment to Europe via New Orleans. These workmen are experts in stave-making, using no machinery, and their work being mathematically correct.

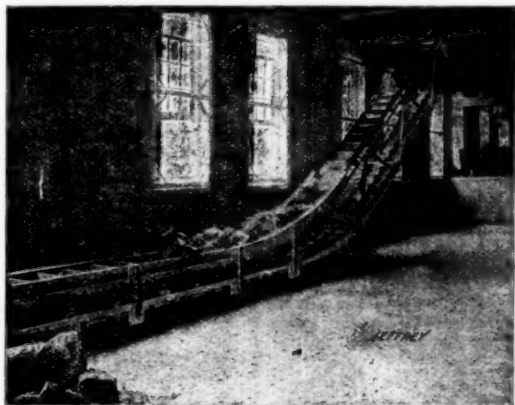
Bentley & Gerwig, W. M. Mitchell and G. L. Hendershot of Parkersburg, W. Va., and J. C. Copenhauer of Pittsburg, Pa., have about completed the rebuilding of their immense lumber plant on the Middle Fork river, in Upshur county, West Virginia, which was recently burned. The mills will begin operations at once.

The shipments of lumber from the port of Mobile last week amounted to 2,067,361 feet, and since September 1 the shipments amount to 3,545,641 feet, against 3,318,503 feet for the corresponding period last year. The bark Augustus cleared from Mobile last week with 41,905 cubic feet of hewn timber and 269,676 superficial feet of sawn timber.

Messrs. Jennings Bros. of Lopez, Sullivan county, Pennsylvania, have purchased 30,000 acres of timber land lying a few miles from Horton, Randolph county, West Virginia, of Messrs. Dolph & Winton of Scranton, Pa. Jennings Bros. will market the timber as soon as they can construct several miles of railroad to connect with the Dry Fork Railroad at Horton.

MECHANICAL.**Apron Conveyor.**

The accompanying illustration shows an endless-apron type of conveyor manufactured by the Jeffrey Manufacturing Co., Columbus, Ohio. This conveyor consists of a simple strand of steel-bushed chain, to which are attached heavy wooden flights made up with carrying wheels.



APRON CONVEYOR.

The surface is covered with heavy sheet steel, while suitable angle projections surround the two sides and rear edge. This conveyor is especially designed for handling rock and stone, which is fed upon the conveyor along the horizontal runway. The material is carried forward up the incline to the upper floor of the building, where it is discharged into a rock breaker.

As a general all around serviceable conveyor for handling rock and ores, this type is highly recommended. For catalogue address the manufacturer.

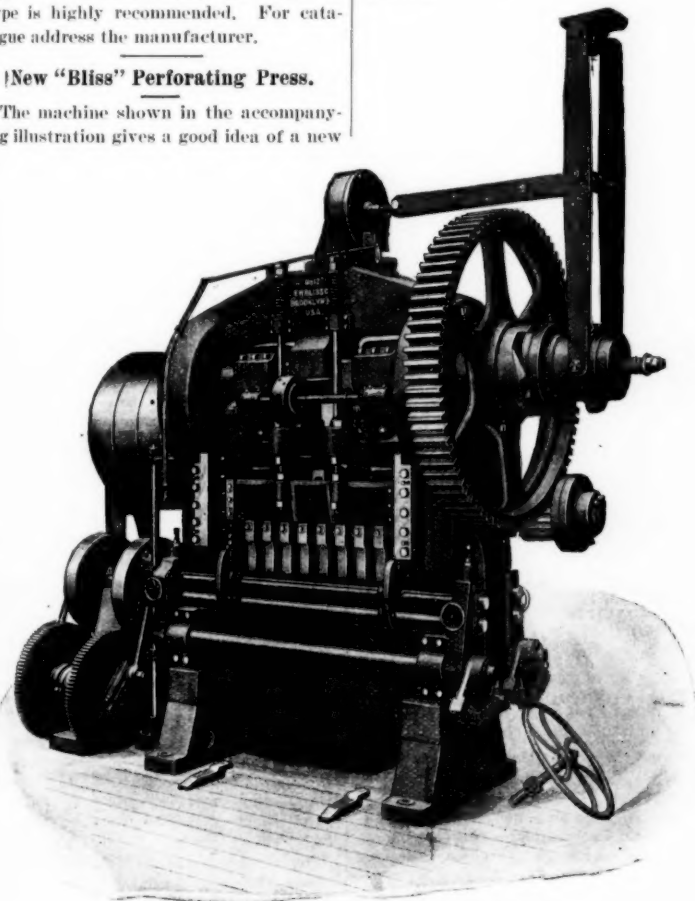
New "Bliss" Perforating Press.

The machine shown in the accompanying illustration gives a good idea of a new

justable yokes are supplied just outside the feed collars to prevent the springing of feed shafts when perforating narrow plates.

The mechanism for operating the feed rolls is on the floor at the left side of machine, and is so arranged that all the parts requiring adjustment are easy of access. The mechanism is quite original in design, and enables the rolls to feed an equal distance for two or three strokes,

then vary the length of feed before making the next stroke. For instance, in a period of three strokes of the punch slide the rolls may be fed two short and one long distance, or vice versa, or all three spacings may be alike. By substituting other cams and gears of small proportions a number of different combinations may be obtained, thus securing a considerable variety of spacing or grouping of the rows of holes.



NEW "BLISS" PERFORATING PRESS.

perforating press, with a cam-actuated stripper and a double-roll feed, the housings of which feed are so hinged that they may readily be lowered out of the way for changing dies or for repairing them by using the pinion wrench in connection with the segment gears on the end of roller frame.

Milled steel collars on the feed shafts are employed to feed the plates, and ad-

The jaw clutch on the main shaft is thrown in and out of action by a lever connected with a steam cylinder on the top of the press frame, the action of which is controlled by a hand lever shown on the left side. A different device for operating the jaw clutch or a different style of clutch may be employed if desired.

The following dimensions will be of interest: Width between housings, 65

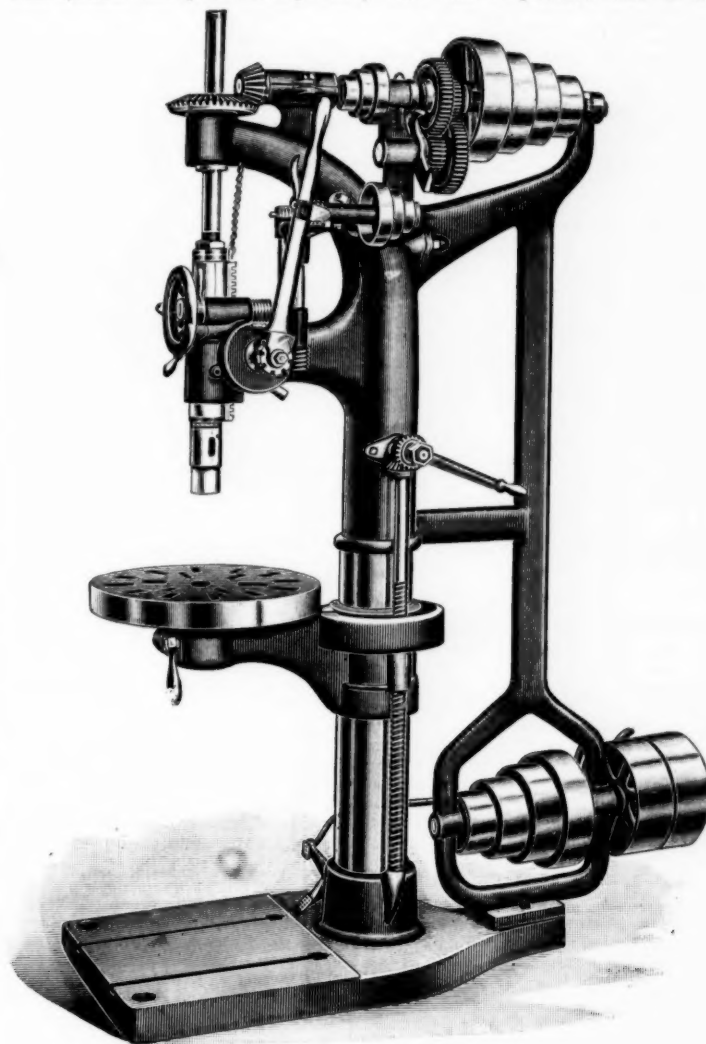
inches; maximum width of sheet that may be punched, 60 inches; punching capacity, 60½ inch holes in three-eighths-inch iron at each stroke of press; length of feed at each stroke, varying by 1-64, 0 to 6 inches; weight complete, as illustrated, 70,000 pounds. The casting of this press alone weighs about fifteen tons, and is claimed to be one of the largest castings ever turned out in Greater New York.

This machine has quite recently been

cramping the screw when a heavy weight on the table is to be raised. This is a valuable feature.

The table can be swung out of the way of the spindle when work is to be done on the base. The standard is also set into a socket on the base and firmly clamped instead of screwed on, making it more substantial than can be obtained by simply being screwed on.

The base is provided with T slots,



HOEFER 25-INCH DRILL.

completed by the E. W. Bliss Co., 137 Plymouth street, Brooklyn, N. Y.

Hoefer 25-Inch Drill.

The modern drill is one of the most important factors in the operation of up-to-date machine shops and kindred industrial establishments. The manufacture of the perfect drill for the use of machinists requires the most experienced and skilled workmen, combined with thorough equipments of machinery and the most improved design. The Hoefer 25-inch drill, herewith illustrated, is the product of these combinations.

This drill is made with lever, wheel, power feed, automatic stop and back-gear.

It is supplied with an extra upright brace from the rear arm down to the base, making it a very substantial and rigid tool. It is a well-proportioned tool, and is capable of giving good service. It is built with a stationary head. The spindle is made specially heavy and of the best machinery steel, and is counterbalanced. It is fed by means of a cut-steel rack and pinion and driven by cut gears, and has a quick return lever.

The spindle is equipped with ball bearings. The principle of raising and lowering the table is perfect; the weight of table rests firmly and equally as much on one side of the nut as on the other, thus preventing the nut from tilting and

and is accurately planed on the surface. The Hoefer Manufacturing Co., Freeport, Ill., builds this drill.

The "Gem" Wringer.

An illustration is presented herewith of the "Gem" clothes wringer. This article is manufactured by the American Wringer Co. of 99 Chambers street, New York, maker of the celebrated "Horse-shoe" brand of clothes wringer. The



THE "GEM" WRINGER.

"Gem" is presented both as a toy for children and as practically valuable for the bathroom. Ladies will appreciate the handiness of this wringer for laces, handkerchiefs, stockings and other small articles.

Subscribe to the Manufacturers' Record. Price \$4 a year, or six months for \$2.

CONSTRUCTION DEPARTMENT.

THE MANUFACTURERS' RECORD seeks to verify every item reported in its Construction Department by a full investigation and complete correspondence with every one interested. But it is often impossible to do this before the item must be printed, or else lose its value as news. In such cases the statements are always made as "rumored" or "reported," and not as positive items of news. If our readers will note these points they will see the necessity of the discrimination, and they will avoid accepting as a certainty matters that we explicitly state are "reports" or "rumors" only. We are always glad to have our attention called to any errors that may occur.

*Means machinery, proposals or supplies are wanted, particulars of which will be found under head of "Machinery Wanted."

In correspondence relating to matters reported in this paper, it will be of advantage to all concerned if it is stated that the information was gained from the Manufacturers' Record.

It often occurs that the organization of a new company in a town is not known by the postmaster, and hence letters addressed to the company are returned marked "not known." The Manufacturers' Record reports the first organization of all companies, and our readers, in seeking to get into communication with them, should be very careful in deciding how to address them, and it is often advisable to add the names of one or more incorporators as an aid to the postmaster in delivering mail.

ALABAMA.

Alexander City—Cotton Mill.—The Alexander City Cotton Mills has been organized, with capital stock of \$300,000, for the erection of a 10,000-spindle plant. J. M. Lewis of Baltimore, Md.; D. L. Lewis of Sycamore, Ala., and W. H. Plunkard of Birmingham, Ala., are interested as stockholders.

Anniston—Locomotive Works.—The Kilby Locomotive Works will erect additional buildings for storage purposes. Capacity of works has been doubled recently.

Bessemer Furnace.—A 10-ton furnace will be built at the Bessemer Rolling Mill, increasing capacity of its bar mill eighty tons of bar iron per day.

Gadsden Furnace.—The Alabama Consolidated Coal & Iron Co., T. G. Rush, president, Birmingham, Ala., will blow in its Gadsden furnace about November 1.

Gadsden Cotton Mill.—It is proposed to organize a \$100,000 company for the erection of a 5000-spindle cotton mill, and O. R. Goldman is interested.

Riverton—Clay Deposits.—Col. S. M. Thompson is arranging to develop large beds of fire-clay near Riverton.

Trussville—Furnace.—C. E. Buck, Chattanooga, Tenn., states there is no truth in the rumor, lately mentioned, that he had purchased the Trussville furnace.

Tuscaloosa—Knitting Mill.—Dave L. Roseman has purchased the plant of the Tuscaloosa Wadding Co., a \$20,000 enterprise, and will improve it. The installation of knitting equipment is being considered.

ARKANSAS.

Baringcross—Railroad Shops.—The St. Louis, Iron Mountain & Southern Railroad shops, reported burned, will be rebuilt on a larger scale; Russell Harding, general manager, St. Louis, Mo.

Fort Smith—Printing Company.—Incorporated: The Weldon, Williams & Lick Printing Co., capital \$15,000, by D. Weldon, G. T. Williams, C. A. Lick and others.

Fort Smith—Mercantile.—Chartered: The Strauss Mercantile Co., by Martin Strauss (president) and others; capital stock \$5000.

Fort Smith—Mining.—The White Star Mining & Real Estate Co. has been chartered,

with capital of \$15,000, by John Gilmore, president; John McLaughlin, vice-president, and Walter P. Elliott, secretary and treasurer.

Monticello—Cotton Mill.—The Anderson Cotton Mills has been incorporated by T. H. Matthews (president) and others; capital stock \$80,000.

Pine Bluff—Electric-light Plant.—W. H. Keyser (probably of Chicago) contemplates building an electric-light plant in Pine Bluff.

Shoal Creek.—Incorporated: The Shoal Creek Mercantile Co., capital \$4000; J. R. Helbron, secretary.

FLORIDA.

Gainesville—Sewerage System.—The city will issue \$20,000 of bonds within the next sixty days for construction of its sewerage system recently reported; John F. Bartleson, mayor.

Martin—Saw-mill.—A New York spoke and rim manufacturing company has purchased from John M. Martin the hardwood from 600 acres of land at Martin, and will build saw-mill.

Tampa—Ice Plant.—The Tropical Ice & Cold Storage Co. will install a 25-ton ice plant; contract awarded.

Windsor—Crane Factory and Saw-mill.—J. L. Kelley will build a saw-mill and veneer factory for crates, etc.

GEORGIA.

Atlanta—Heating-apparatus Works.—The Moncrief-Carter Furnace Co., capital stock \$50,000, has been chartered to manufacture a heating furnace; incorporators, S. P. Moncrief, S. J. Carter, E. S. Moncrief and T. E. Henry.

Atlanta—Rug Factory.—Atlanta Rug Mills, reported last week as established, was organized some weeks ago with R. H. Jones, president; J. H. Johnson, secretary, and James Harvey, superintendent. The company manufactures Smyrna rugs, and has doubled its capacity since establishment; company intends to erect its own building and arrange for an output of 50,000 rugs monthly.

Columbus—Extracting Works.—Henry Endress, Robert H. Endress, Sidney E. Clarke and Henry Bickford of Hartford county, Connecticut, and associates have incorporated the Glastonbury Flint & Spar Co., with capital stock of \$25,000, for the purpose of extracting flint, feldspar and other minerals and ores. Judge A. W. Cozart, local attorney, may be addressed.

Dalton—Cotton Mill.—The Crown Cotton Mills will expend \$20,000 for improvements and new machinery.

La Grange—Cotton Mill.—Unity Cotton Mills, incorporated some months ago, has let contract for 10x350-foot building to accommodate 10,000 spindles; however, only 5000 spindles will be put in at the start; C. V. Truitt, president.

Macon—Land Company.—The Northern Heights Land Co. has been incorporated, with capital stock of \$10,000, and privilege of increasing to \$25,000, by Basil A. Wise, Floyd O. Schofield and Merrill Calloway.

Quitman—Sugar Refinery.—Judge Joseph Tiltman of Bainbridge, Ga., is making efforts to form a company for the establishment of a \$150,000 sugar refinery at Quitman.

Richmond—Saw-mill.—B. P. O'Neill has rebuilt his saw-mill, lately destroyed by fire; capacity 4000 feet daily.

Sparta—Cotton Mill.—E. B. Baxter of Augusta (101 Montgomery Building) is organizing a company to build a cotton factory; propose to spin the staple used.

Valdosta—Syrup Refinery, etc.—T. E. Goodwin will equip a syrup refinery, corn shredder and grists mill.

Waycross—Knitting Mill.—A company has been organized, with \$40,000 capital, to build the knitting mill lately reported as proposed; G. R. Youmans, president; J. S. Bailey, vice-president, and C. I. Allen, secretary. George Woodin of the Adirondack Knitting Mills, Newport, N. Y., will also be interested, and will manage the plant.

West Point—Harness Factory.—The Estes Tanning & Manufacturing Co. has been organized and purchased machinery for a harness factory.

West Point—Knitting Mill.—The Langley Manufacturing Co. has been organized for the manufacture of hosiery, twine and thread. E. Lang is president, and I. Mitchell of Columbus, superintendent.

KENTUCKY.

Ashtand—Electric-power Plant.—The Ohio Valley Electric Co. will expend \$200,000 in improving its plant. The power-house will be enlarged to furnish light to several cities.

Bowling Green—Ice Plant.—The Bowling Green Ice & Cold Storage Co. will enlarge its plant by the installation of a 25-ton ice plant, condensers, cans, boilers, etc.; contract awarded.

Grayson County—Asphalt Mines.—C. H. Hensel of Chattanooga, Tenn., has purchased 200 acres of land in Grayson county on which are asphaltum deposits. A company will be formed to develop mines.

Lexington—Metallic-packing Factory.—The American Metallic Packing Co. has been incorporated to manufacture a patented device of Thos. B. Saxton for preventing throttles of railway engines opening by accident; also to manufacture all kinds of metallic packing for engines in general.

Louisville—Ice Plant.—The Louisville Ice Co., M. Poshinger, general manager, is enlarging its plant by a 50-ton ice machine; contract awarded.

Louisville.—Incorporated: The Eureka Holder Co., capital \$5000, by W. D. Jones, Chas. Buckley, Laban Phelps and Jos. Pryor.

Owensboro—Planing Mill.—The Osborne Lumber Co. has been organized, with capital stock of \$15,000, to operate planing mill, etc., which will be removed from Middlesborough to Owensboro.

Paducah—Mineral Lands.—F. B. Moody of Florida has purchased from S. B. Caldwell of Paducah 300 acres of mineral land for development.

Seranton—Lumber Mill.—The Oneonta Lumber Co. will rebuild its mill lately burned.

Versailles—Electric-light Plant.—The Versailles Electric Co. has been incorporated, with capital of \$18,000, by Edward Gunster, C. E. Stegmaler and John D. Farnham, to build electric plants for heating, lighting, power, etc.

LOUISIANA.

Lake Providence—Telephone System.—M. W. Fleming of New Orleans, special agent of the Cumberland Telephone Co., is endeavoring to secure subscriptions in Lake Providence for the establishment of a telephone system.

New Orleans—Grain Elevator.—Boston capitalists have purchased the New Orleans Elevator Co.'s elevator for \$30,000, and will remodel and improve same, expending more than \$30,000. W. C. H. Robinson, New Orleans, made the sale.

New Orleans—Grain Elevator.—James Stewart & Co. of St. Louis, Mo., have plans under way for the erection of the grain elevator at Westwego, for which they recently received contract from the Texas & Pacific Railroad. This elevator will have capacity for 600,000 bushels.

MARYLAND.

Baltimore—Electric-light Plant.—Charles Phelps, engineer of municipal electrical commission, has submitted specifications of contemplated electric-lighting plant to light Druid Hill Park. Estimated cost is \$10,223.88, the machinery to be installed in the city pumping station in the park. Address "The Mayor."

Elkton—Textile Mill.—Scott Deibert and Jacob Wilson will erect building 40x80 feet and equip it as a textile mill.

Hancock—Coal Lands.—Lule Mizelle has purchased 10,000 acres of coal lands for development.

Lonaconing—Water Supply.—The Lonaconing Water Co. contemplates constructing additional reservoirs and otherwise improving its supply system.

Perryville—Hammock Factory.—Incorporated: The Landen Jones Manufacturing Co., capital stock \$250,000, to manufacture a patented hammock and other novelties. F. W. Jones is president; H. S. Jones, vice-president, and E. D. Landen, secretary-treasurer.

Salisbury—Knitting Mill.—The Salisbury Knitting Co. has been organized, with Samuel A. Graham, president, and will equip a mill for half-hose.

St. Michaels—Boat-building Company.—The Lambdin Boat & Yacht Building Co. has been organized for building boats.

Washington, D. C.—Electrical.—Incorpo-

rated: The Neely Electric Co., capital \$50,000, by F. C. Behrens, L. C. Brooks, C. C. Wheeler and others, to manufacture and deal in electrical goods.

Washington, D. C.—Filtering Plant.—The United States government has purchased thirty-two lots in the Le Droit Park addition for \$76,000 and will construct a new filtering plant for the municipal water-works system. Lansing H. Beach, "Engineer for District Commissioners," may be addressed.

MISSISSIPPI.

Benoit—Cotton Gin.—Chartered: The Benoit Gin Co., with capital stock of \$5000.

Clarksdale—Water-works and Sewerage.—The city has awarded contract to P. H. Porter of Clinton, Ky., at \$29,000 for the construction of the proposed sewerage system and water-works, recently reported.

Hattiesburg—Sewerage System.—Hall & George of Starkville, Miss., have been awarded the contract for the engineering work for Hattiesburg's \$25,000 proposed sewerage system. Plans will be ready in about thirty days.

Jackson—Foundry, etc.—Chartered: The Mississippi Foundry & Machine Co., with capital stock of \$10,000.

Lexington—Cotton Mill.—Chartered: The Lexington Cotton Mills, capital \$100,000, by M. M. Rayner, G. A. Wilson, J. E. Stanford, S. D. Gwin and others.

Natchez—Cotton Company.—Incorporated: The Gulf Cotton Co., with capital of \$10,000.

Pass Christian—Electric-light Plant and Packing.—The Pass Packing Co. is putting in an electric-light plant and increasing capacity of its packing-house.

Winona—Wagon Factory.—The Winona Wagon and Spoke Factory will be organized, with capital stock of \$30,000. Factory buildings, cottages, etc., will be built.

MISSOURI.

Higginsville—Coal Company.—Incorporated: The Consolidated & Farmers' Coal & Switch Co., capital stock \$500,000, by A. E. Ashbury, M. L. Belt, both of Higginsville; Geo. W. Stealy and Abram L. Frank of Chicago and others.

Joplin—Lead and Zinc Mines.—Incorporated: The Cliff Lead & Zinc Mining Co., capital \$12,000, by H. Crossman, W. Grant, W. H. Deemes, all of Joplin; W. M. Davis and E. J. Becker of Kansas City.

Joplin—Zinc Mines.—Charles R. Davis, Frank P. Fairchild, C. R. Koehler, C. Alandi and others have incorporated the Ben Franklin Zinc Mining Co.; capital \$50,000.

Kansas City—Asbestos Manufacturing.—Incorporated: The Midland Asbestos Manufacturing Co., capital \$5000, by W. S. Ryder, Harry E. Carey and Jesse J. Vinyard.

Kansas City—Manufacturing.—Incorporated: The Smith & Sons Manufacturing Co., capital stock \$50,000, by Wm. J. Smith, Wm. F. Smith and others.

Kansas City—Manufacturing.—The Ludwig Manufacturing Co., capital stock \$12,000, has been incorporated by F. B. Ludwig, Carl Holyshine, John Martin and others.

Kansas City—Steam Laundry.—Incorporated: The Dorn-Cloney Laundry Co., capital \$20,000, by Emil Dorn, W. H. Cloney and Carrie H. Cloney.

Kansas City—Mining.—Incorporated: The Mananita Mining Co., capital \$5000, by Chas. L. Merry, Chas. C. Hoefer, Edw. R. Tufts and others.

Kirkwood—Electric-light Plant.—The city has had plans prepared by Owen Ford of St. Louis (office, Security Building) for the construction of the electric-light plant, for which \$17,000 was voted recently. Bids will be opened in October; W. M. Daly, mayor.

Pioneer—Lead and Zinc Mines.—Incorporated: The Clear-Moore Lead, Zinc & Realty Co., capital \$200,000, by F. N. Moore, Henry Clear and others.

St. Louis—Wax and Candle Company.—Chartered: The Merkle Wax & Candle Co., with capital stock of \$120,000, by Anthony Will, Francis A. Muench and G. H. Routenberg.

St. Louis—Bag Factory.—The St. Louis Traveling Bag Manufacturing Co. has been chartered, with capital stock of \$12,000, by P. C. Murphy, John D. Wood and others.

St. Louis—Shoe Manufacturing.—Incorporated: The Century Shoe Manufacturing Co., capital \$50,000, by H. W. Benton, James L. Smith and Clarke Irvin.

St. Louis—Slipper Factory.—Incorporated: The Missouri Slipper Co., capital \$10,000, by W. Uelhoff, A. Mayer, H. Handschlegl and others, to manufacture slippers.

Webb City—Mining.—Incorporated: The Granite Mining Co., capital stock \$50,000, by J. G. McRoberts, A. M. Wagner, both of Webb City, and F. W. E. Best of St. Louis.

NORTH CAROLINA.

Burgaw—Dry-kiln.—The Pender Lumber Co. will build a dry-kiln of 5000 to 8000 feet capacity.*

Center—Copper and Gold Mines.—The Center Gold & Copper Mining Co., capital stock \$50,000, has been incorporated under West Virginia laws by J. V. Bruyn, M. H. Bruyn, W. G. Brownlow, E. H. Loughren, J. H. Loughren, all of New York city. D. G. Atkins, Kingston, N. Y., is company's attorney.

Charlotte—Implement Factory.—E. A. Cole of Carthage, N. C., will establish in Charlotte a factory for making a patent cotton, corn and pea planter.

Goldshoro—Cannery.—Geo. A. Norwood, Jr., Geo. C. Royall, Henry Well, E. B. Borden, F. K. Borden and others will form company to erect a cannery.

Goldshoro—Foundry and Machine Shop, Flour Mill, etc.—J. J. Street, J. A. Street and W. E. Street have incorporated the Acme Machine Works, with authorized capital of \$20,000, to operate machine shops and foundry, flour and meal mill, etc.

High Point—Iron-bed Factory.—The High Point Metallic Bed Co. has been organized to build the iron-bed factory lately reported. Capital will be \$50,000, and J. H. Mills is president; E. M. Armfield, vice-president, and R. H. Wheeler, secretary. Contracts for building and machinery to be placed at once.

High Point—Chair Factory.—The Tomlinson Manufacturing Co. of Archdale will remove to High Point and there manufacture chairs, investing a capital stock of \$20,000; S. H. Tomlinson, secretary.

Lexington—Implement Factory.—The Wheat Separator Co. is the title of the organization reported last week as to manufacture a patent wheat separator. R. T. Pickens is president, and W. F. Welborn, secretary. Company will establish its own machine shops in the near future.*

Milton—Chair Factory.—A company has been organized to establish chair factory, with G. T. Hubbard, president, and E. D. Winstead, secretary.

Oxford—Furniture Company.—The Oxford Furniture Co. will increase its capital stock from \$20,000 to \$30,000.

Raleigh—Saw-mills.—The Freeman & Hodges Lumber Co., capital \$9000, has been incorporated by S. F. Freeman, R. E. Hodges and M. Brady.

Roanoke Rapids—Cotton Mill.—It is said that Gustavus Millhiser of Richmond, Va., will award contract at once for erection of a large damask mill at Roanoke Rapids. It is proposed to work 300 operatives.

Shelby—Monazite Works.—L. A. Gettys has contracted for plant of machinery for separating and cleaning monazite.

Spray.—Incorporated: Wilson Livery Co., capital \$5000, by M. G. Wilson and others.

Statesville—Furniture Factory.—The Key Furniture Co. has been formed, and will equip building (already secured) with machinery for manufacture of furniture; machinery will be ordered soon.

Tarboro—Bottling Works.—M. Levin, late of Washington, D. C., will establish bottling works in Tarboro on Granville street, near Main street; will also manufacture soft drinks, etc.

Wilmington—Baling-press Works.—John Furlong and G. S. Henderson will establish works for a patent baling press which Mr. Henderson has invented.

Winston—Mercentile.—Chartered: The Glimer Bros. Co., with capital stock of \$150,000, by John Glimer and others.

SOUTH CAROLINA.

Charleston—Lumber Mill.—Incorporated: The Charleston Door, Sash & Lumber Co., capital \$20,000, by Walter Henderson and Geo. G. Pardue.

Charleston—Water-works.—The city council has closed contract with the Newark Water-Works Construction Co., T. A. Beall, president, Newark, N. J., for the construction of new water-supply system. The system is to furnish a minimum supply of 5,000,000 gallons daily, and will cost \$1,600,000.

Charleston—Ice Plants.—The Lexington Railway Co. will expend about \$30,000 improving its ice plants; improvements include new cooling tower, freezing tank, etc.; West

Main street plant will be entirely overhauled and new machinery installed; cold-storage plant will also be added.

Cheraw—Saw-mill.—Omohundro & Diggs of Sanford, N. C., have formed the Palmetto Lumber Co., and will remove their saw-mill to a timbered country near Cheraw; also will operate other saw and planing mills.

Mullins—Land Improvement.—The Mullins Land Improvement Co. has been chartered, with capital stock of \$20,000, by W. H. Daniels, C. T. Ford, S. E. Smith and others.

Pendleton—Telephone Company.—The Pendleton Telephone Co. has been chartered, with capital of \$600, by J. C. Stribling of Pickens county, H. P. Linton and J. H. Mounce of Pendleton and others.

Red Bluff—Cotton Mill.—The Octoraro Mills Co. has been incorporated to operate a cotton mill, with capital stock of \$30,000, by B. G. and C. W. Worth of Wilmington, N. C., and C. A. Woods of Marion, S. C.

Spartanburg—Furniture Factory.—It is proposed to organize a \$30,000 company to establish furniture factory. J. L. Stoppelstein can probably give information.

TENNESSEE.

Blountville—Pump Factory.—Incorporated: The National Pneumatic Pump & Manufacturing Co., capital stock \$10,000, by A. G. Jones, Jas. Granun, Frank Blanchard, B. B. Harding and J. H. Wood. (Possibly the address Blountville is incorrect.)

Bristol—Ice Factory.—Geo. D. Peters will probably establish an ice and refrigerating plant. Address Box 356.*

Crossville—Coal Mines.—Lyman S. Widney of Knoxville, Tenn., and Robt. W. Wilnot of New Orleans, La., have purchased 4700 acres of coal lands near Crossville, and will open mines on the tract. The parties will also buy other lands and form a stock company.

Crossville—Stave Factory.—Deters & Berry will erect a stave factory. Machinery has been bought.

Dunlap—Coal Mines and Coke Ovens.—The Douglas Coal & Coke Co. has commenced erection of its proposed plant; it owns 14,000 acres of coal lands on Cumberland mountain, and has been prospecting for some time; company will also build coke ovens; daily output will be 1000 tons of coal.

Johnson City—Wood-pulp Mill.—Gen. J. T. Wilder of Knoxville has ordered the equipment of machinery for his proposed wood-pulp mill to be erected on the Nolacucky river, near Johnson City; mill will have daily capacity of fifteen tons.

Knoxville—Zinc Mines and Smelter.—The Knoxville Zinc Mining & Smelting Co., capital \$50,000, has been incorporated to develop the Buffat zinc deposits near Knoxville. The incorporators are J. C. White, H. H. Taylor, F. L. Fisher and M. D. Arnold of Knoxville, and Col. W. H. Comstock of Boston, Mass. It is proposed to erect a \$25,000 smelter at the mines. J. C. White can be addressed.

Knoxville—Woodworking Factory.—Murphy & Manning will erect an addition to their woodworking factory and install new machinery to double present capacity.

Knoxville—Gas Plant.—C. C. Howell and Northern associates will build a large gas plant. Site has been chosen and arrangements have been made for an early commencement of work on the plant. Both fuel and illuminating gas will be manufactured. Fifty coke ovens will also be erected.

Knoxville—Knitting Mill.—The knitting company reported last week has received charter under title of the Standard Knitting Mill Co., capital stock \$50,000, the incorporators being J. T. Brownlow, E. E. McMillan, H. B. Brenner, W. P. Biddle, M. F. Flenniken and L. J. Jourdan. Address J. T. Brownlow.

Lewisburg—Machine Shop.—Hardison & Arthur will build a machine shop; its erection has commenced.

Nashville—Water-works Improvements.—The city has received a report from Engineer Ernest H. Foster of New York on the condition of the municipal water-works and recommendations for improvements and betterments. Address "The Mayor."

Nashville—Medicine Factory.—The Pepsol Company (not Murfreesboro Pepsol Co.) is the title of the \$250,000 company lately noted as incorporated. The Pepsol Company will manufacture "Pepsol" and other patent medicines. A. H. Wert is president, and W. B. Cowen, secretary.

TEXAS.

Arlington—Cotton Gins, etc.—Incorporated: The Arlington Cotton Co., capital \$10,000, to deal in cotton, gin cotton, compress

cotton, etc., by A. J. Rogers, W. C. Weeks, Frank McKnight and others.

Beaumont—Irrigation System.—The McFadden-Wiess Canal & Irrigation Co., reported lately as incorporated with \$100,000 capital, will construct a canal 2000 feet long for irrigation purposes. V. Wiess is treasurer; office at 385 Tevis street.*

Colorado—Salt Works.—The Colorado Salt Co., recently reported as incorporated, has purchased and will operate the works of the Fort Worth Salt Co. at Colorado. The plant will be greatly improved and enlarged, to include the installation of much new machinery.*

Dallas—Water Reservoir.—The city is said to be considering plans for erecting its proposed reservoir to cost about \$100,000; Hugh Raines, city engineer.

Dallas—Cotton Mill.—J. E. Wiley (colored) will establish a 2500-spindle mill to employ negro labor. Buildings have been secured with electric-power, railway and water facilities. About \$50,000 will be invested. Machinery will be ordered soon.

Galveston—Grain Elevator.—The Galveston Wharf Co. has awarded contract to Jas. Stewart & Co. of St. Louis, Mo., for the rebuilding of its grain elevator "B," destroyed by the recent hurricane.

Galveston—Cotton Compress.—I. H. Kemper has let contract to James C. Stewart & Co. of St. Louis, Mo., for the rebuilding of the Merchants & Planters' Cotton Compress, destroyed by the recent hurricane.

Galveston—Railroad Bridge.—The various railroad companies entering Galveston will organize a stock company for the construction of a new railroad bridge across Galveston bay to replace the structure destroyed by the recent hurricane. The bridge will be two and one-quarter miles long, with a double-track equipment, constructed of steel, and will have draw for ocean-going craft. W. G. Van Vleck, vice-president Galveston, Houston & Northern Railroad, Houston, can probably give information.

Honey Grove—Telephone System.—Chartered: The Honey Grove & Ragsdale Telephone Co., capital \$1200, by J. W. Underwood, P. M. Price and T. U. Cole.

Lockhart—Ice Plant.—Mr. Bachman of the Lockhart Water Supply Co. will build a new ice plant.

Longview—Ice, etc., Factory.—Chartered: The Longview Ice, Light & Bottling Co., with capital stock of \$50,000.

Port Arthur—Rice Mill.—The Port Arthur Rice Milling Co. has been incorporated, with capital stock of \$60,000, by George M. Craig, Frank Cummins, R. A. Greer and others.

San Antonio.—Chartered: The Chicago Dental Parlors, by E. A. Piper and others, with capital stock of \$5000.

Smithville—Cotton Gin.—B. F. Hudgins will rebuild his cotton gin, lately reported burned.

Texarkana—Cotton Compress.—The Union Compress Co. has not ultimately decided to rebuild its burned compress, but should it not do so another stock company will be formed to build a press. In either case a more modern and larger compress than the burned one will be installed; Geo. West, superintendent of company.

Windom—Cotton Gin.—The Windom Gin Co. has been incorporated, with capital stock of \$5500, by W. R. Evans, M. C. Ward and E. C. Connel.

VIRGINIA.

Berkley—Machine Shop.—A. Warren will erect a machine shop in connection with his foundry; building to be 26x60 feet and equipped with machinery for boiler-making, steamboat-repairing, etc. Building and equipment will cost \$10,000.

Buchanan—Tin-can Factory.—Platt N. Paine of Millerton, N. Y., contemplates establishing a tin-can factory at Buchanan.*

Fairfax Courthouse—Electric-power Plant.—Charles C. Campbell and associates will erect a \$60,000 electric-power plant to supply motive power for their railway.

Lexington—Flour Mill.—P. B. Moses & Bros. of Chatham, Va., will, as intimated last week, erect a flour mill to have daily capacity of 100 barrels.*

Lynchburg—Knitting Mill.—The Midland Hosiery Co. will erect an additional building and install more machinery.

Newport News—Gas-economizer Factory.—The Newport News Manufacturing Co., recently organized with capital stock of \$25,000 to manufacture a patent gas cut-off, will increase its capital to \$50,000 and enlarge operations. New machinery has been about contracted for, and a building to accommodate the equipment will be erected.

Norfolk—Water Supply.—The city council

is considering possible improvements to the water-works system. "The Mayor" can be addressed.

Norfolk—Typewriter Company.—Chartered: The American Typewriter Co., with capital stock of \$750,000, by Halbert E. Payne, president; James L. Laidlow, vice-president; Wallace B. Flint, secretary, and Charles H. Williams, treasurer, all of New York.

Richmond—Brick and Tile Works.—Incorporated under New Jersey laws: The Richmond Brick & Tile Co., manufacturer, by E. S. McDonald, C. H. Somerline and H. C. Meissner.

Roanoke—Brick Works, etc.—The People's Manufacturing Co., capital \$10,000, has been incorporated to manufacture brick, deal in and manufacture lumber, etc.; J. W. Cassett, president; J. N. Lowry, vice-president, and J. H. Martin, secretary-treasurer.

South Boston—Copper Mines.—The High Hill Copper Mining Co. has been organized, with C. P. Vedder of New York, president; Frank Davis of the Tennessee Coal, Iron & Railroad Co., New York, vice-president; James B. Van Wort of New York, treasurer and secretary; Richard Lamb of Norfolk, Va., manager and engineer. Company will develop copper mines in Halifax county. Silver and gold also will be developed. Address Richard Lamb, care of Col. William Lamb, Norfolk.

West Point—Ice Factory.—B. W. Edwards will erect an ice factory, as lately reported; capacity to be ten tons daily.*

WEST VIRGINIA.

Algoma—Ice Plant.—L. G. Taney & Co. will build an ice plant.*

Bluefield—Coal and Coke Company.—The Bluefield Coal & Coke Co., reported recently as incorporated, has organized to buy and sell coal, and has no intention at present of opening mines; S. S. Cofer, secretary.

Charleston—Boiler Works.—The Orvis Down Draft Boiler & Furnace Co., with capital stock of \$1,000,000, has been incorporated to manufacture down-draft boilers. The incorporators are G. S. Terry and O. D. Orvis of New York, and A. M. Brueggemann of Hoboken, N. J.

Charleston—Ice Plant.—The Diamond Ice & Coal Co. will enlarge its plant by installing a 50-ton refrigerating machine; contract closed.

Charleston—Coal Mines.—Incorporated: The Bunn Mining Co., capital \$100,000, by H. B. Smith, R. S. Spilman, Ivory C. Jordan, H. L. Flournoy and H. B. Tompkins, for coal mining.

Keyser—Table Factory.—Incorporated: The Keyser Table Works, capital stock \$500,000, to manufacture table and other furniture, by Martin Lane and Leroy Harvey of Wilmington, Del.; Clement T. Lloyd, R. Whitmar and Charles Russell of Philadelphia. Company will put in operation the factory reported lately as bought by R. Whitmar of Philadelphia. Latter can be addressed.

Lewisburg—Electric-light Plant.—The Lewisburg Milling & Electric Light Co. has contracted for the installation of an electric-light plant.

Moundsville—Coal Mining.—The Waynesburg Coal Co., capital stock \$900,000, and the Empire Coal & Mining Co., capital stock \$2,000,000, have been incorporated by C. A. Weaver of Moundsville; James White, J. Lewis Hamer and Charles O. Brown of Brooklyn, N. Y.; Edgar A. Holmes of Astoria, N. Y.; Henry Hulbert, Floyd K. Smith, Francis H. Kimball and E. Sanford Hatch of New York city.

Piedmont—Coal Mines.—Incorporated: The Piedmont & George's Creek Coal Co., capital \$10,000, for mining purposes, by John S. Brophy, Martin Condry, Philip Brown and P. H. Henry of Frostburg, Md., and M. P. Fahey of Piedmont.

St. Marys—Water-works.—The city has awarded contract to H. T. Day of Bellaire, Ohio, at \$13,120 for the construction of the water-works reported lately, to be completed by December 15.

BURNED.

Baringcross, Ark.—St. Louis, Iron & Southern Railroad shops; Russell Harding, general manager, St. Louis, Mo.

Centreville, Md.—A. S. Gadd's creamery.

Cochran, Ga.—Peacock & Berry's cotton gin; estimated loss \$5000.

Concordia, La.—Chas. Pullen's cotton gin; loss \$5000.

Dawson, Ga.—J. S. Jones' cotton gin; estimated loss \$3500.

Dublin, Ga.—Col. J. M. Stubbs' gin, planing mill and grist mill; loss \$10,000.

Greensburg, La.—T. G. Day's cotton gin, grist mill and saw-mill.

Houston, Texas.—Thompson & Co.'s grain mills and elevator; loss \$15,000.

Jackson, Ga.—George R. Kinard's cotton gin; loss \$1000.

Roberson Fork, Tenn.—Alford Bros.' saw and planing mill; estimated loss \$1500.

Vidalia, La.—A. H. Gillespie's cotton gin; loss \$6000.

Washington, La.—The saw-mill, shingle mill and cotton gin of H. L. Bidstrup; Gibbons & Nicholson, lessees.

BUILDING NOTES.

Augusta, Ga.—Temple.—Plans by William Denny, architect, of Atlanta, have been accepted for the proposed Masonic temple to be erected in Augusta; building to be 60x150 feet, 74 feet high, have auditorium to seat 1000, office rooms, etc. Bids will be invited. Address W. C. Jones.

Baltimore, Md.—Dwelling.—George Archer is preparing plans for \$30,000 residence for David E. Evans.

Beaumont, Texas.—Apartment-house.—Mrs. Neal Starke will build an apartment-house.

Charleston, W. Va.—Hotel.—Chartered: The State Hotel, capital \$2500, by H. B. Smith and others.

Chattanooga, Tenn.—Hotel Company.—Thos. V. Barton, Z. C. Patten, Roy Payne and others have incorporated the Stanton Hotel Co.

Galveston, Texas.—Wharves.—The Galveston Wharf Co. has let contract to Jas. Stewart & Co. of St. Louis, Mo., for the reconstruction of its wharves, almost destroyed by the recent hurricane.

Huntington, W. Va.—Hotel.—Incorporated: The Florentine Hotel Co., capital \$100,000, by C. L. Thompson and others, to erect structure of seventy rooms.

Jacksonville, Fla.—Warehouse.—The Florida Warehouse Co., capital \$6000, has been incorporated, with C. B. Rogers, president.

Jennings, La.—Business Block.—Geo. H. Morse & Sons have let contract for the erection of a brick business block to cost \$12,000; structure to be 60x94 feet; stores on ground floor; have elevator, plate-glass windows (eight, each 70x76 inches), etc.; D. C. Brown, architect and superintendent.

Louisville, Ky.—Dwelling.—Clarence R. Mengel has permit to erect a \$12,500 dwelling.

Columbia, S. C.—Depot.—Nicholas Ittner of Atlanta, Ga., has received contract for the construction of the \$100,000 union depot for Columbia.

Crisfield, Md.—Warehouse.—Horsley Bros. will build warehouse seventy-five feet square, brick and stone.

Dillonvale, W. Va.—Bank Building.—Gleeson & Faris of Wheeling are preparing plans for a banking building for the Dillonvale Banking Co., to cost \$5000.

Florence, S. C.—Hotel.—George Stackley is having plans and specifications made for a hotel and stores building to be of plate glass, iron and pressed brick.

Memphis, Tenn.—Hotel.—The Memphis Hotel Co. will award contract to the Hennessy Bros. & Evans Co. of Chicago at \$348,000 for the erection of the Gayoso Hotel, previously reported. This contract does not include engines and dynamos, electric lighting, cold-storage plant, elevators and telephones; the entire cost will be about \$400,000; J. S. Aisthorpe, chairman building committee.

Monroe, Ga.—School Building.—A. J. Pierce of Gainesville, Ga., has received contract for erection of Monroe's school building, reported last week; cost \$2000.

Natchez, Miss.—School.—The city has rejected all bids on the erection of its proposed \$25,000 school reported lately; will advertise for new plans and specifications. Address "The Mayor."

New Orleans, La.—Office Building.—The Morris Building & Land Improvement Association will erect an office building.

Paducah, Ky.—Storehouse.—C. W. Shirrell will erect storehouse 150x173 feet.

Pass Christian, Miss.—Office Building.—Geo. H. Taylor will erect office and store building.

Pilot Mountain, N. C.—Cottages.—Tice & Jenkins of Winston, N. C., have purchased Vaden Mineral Springs, near Pilot Mountain, and will erect fifty cottages there; also probably a 150-room hotel.

Pilot Mountain, N. C.—Office Building.—The Pilot Bank & Trust Co. will erect an office building two stories high, 45x85 feet, with steel front.

Tampa, Fla.—Business Building.—The Tampa Building & Investment Co.'s new

building, lately reported, will be 53x75 feet, two stories; cost will be \$7500. R. B. McGeeckin is architect.

Waco, Texas.—Depot.—The Missouri, Kansas & Texas Railway system will build a \$50,000 depot at Waco; A. A. Allen, St. Louis, Mo., general manager.

Washington, D. C.—Dwellings.—Henry Simpson has prepared plans for five dwellings to cost \$20,000 for erection by J. T. Levy. G. P. Newton will build two residences to cost \$3000 each.

Yazoo City, Miss.—Church.—The Baptist congregation has chosen plans for its proposed \$10,000 church building, and will soon commence the work of erection. Rev. W. J. Derrick can be addressed.

RAILROAD CONSTRUCTION.

Railways.

Baton Rouge, La.—The Manufacturers' Record is informed by a correspondent that the Illinois Central Railroad Co. is making surveys between Baton Rouge and Mobile, Ala. David Sloan at Chicago is chief engineer of the company.

Cape Girardeau, Mo.—The Pemiscot Southern Railroad Co. has been incorporated by L. B. Houck and others of Cape Girardeau. The capital stock is \$200,000.

Covington, La.—A correspondent of the Manufacturers' Record writes that a survey has been made from Baton Rouge to Lacey by way of Covington. At Lacey a connection will be made with the New Orleans & Northeastern Railroad. This survey has been made in the interest of the Baton Rouge, Hammond & Eastern Railroad Co., of which W. R. Watson is president, and M. Ballard of Hammond, La., general manager. It is stated that about \$75,000 has been secured in stock subscriptions in the interest of the road.

Durham, N. C.—It is reported that arrangements have nearly been completed to form a company to build the proposed electric line between Durham and Chapel Hill. C. L. Lindsay of Chapel Hill is one of the promoters.

Elkton, Md.—The Cherry Hill, Elkton & Chesapeake City Railway Co. has secured right of way to build its trolley line in the town. John Kennedy is president of the company.

Fayette, W. Va.—Surveys are now being made for the proposed electric line between Fayette and Fayetteville. The road will be about five miles long, and connect with the Chesapeake & Ohio system at Fayette. A. D. Preston at Fayetteville is interested.

Frederick, Md.—Charles C. Waters, secretary of the Washington, Frederick & Gettysburg Railroad Co., is quoted as saying that right of way is to be obtained for this line immediately with the view of beginning operations in the near future. It is expected to build the first section between Frederick and Lewistown. L. Victor Baughman at Frederick is president of the company.

Galveston, Texas.—An estimate of the track to be built by the Southern Pacific Railway to replace that damaged by the recent storm is seventeen miles. It is stated that the company intends rebuilding at once. G. W. Boschke at Galveston is local engineer.

Grenada, Miss.—The Lincoln Trust Co. of St. Louis, it is stated, has become interested in the scheme to build a railroad from Grenada to Nettleton, Miss., a distance of ninety miles. The road would connect with the Illinois Central at Grenada, and with the Kansas City, Memphis & Birmingham at Nettleton.

Hampton, Va.—Sydney Smith, one of the promoters of the Yorktown, Poquosin & Hampton Railway Co., writes the Manufacturers' Record that no arrangements have been made as yet to begin work upon this line. T. T. Hudgins at Yorktown, Va., secretary of the company, may be addressed.

Harriman, Tenn.—The business men of Harriman have offered to donate land for terminals for the Tennessee Central Railroad in that city. C. Hendrick is secretary of the Business Men's League.

Hawkinsville, Ga.—The plan of constructing a line from Hawkinsville to Pitts may be taken up by the Enterprise Lumber Co., which has a road between Worth and Pitts. J. W. Pope at Atlanta is president of the company.

Leesburg, Va.—The plan to build an electric railroad between Washington and Leesburg, it is reported, has been revived. The proposed road is through Alexandria, Fairfax and Loudoun counties. The length of the line will be forty miles. Among those interested is Charles C. Campbell.

Montgomery, Texas.—A contract has been let for the extension of a branch of the Gulf, Colorado & Santa Fe system to Montgomery. L. J. Polk at Galveston is general manager.

New Orleans, La.—A. R. Blakely, it is reported, is interested in the plan to build a railroad in the city and suburbs.

Petersburg, Va.—The Norfolk & Western Railroad Co., it is reported, is negotiating for property in the suburbs on which to build additional sidings. C. S. Churchill at Roanoke, Va., is chief engineer.

Piedmont, W. Va.—Surveys are being made for the proposed feeder of the Baltimore & Ohio Railroad, which will extend from Bloomington, Md., to coal fields in the vicinity. J. M. Graham of Baltimore is chief engineer.

Pike City, Ark.—It is announced that E. C. Buchanan has been appointed engineer for the Arkansas Southwestern Railroad Co., and that surveys are to be made immediately for an extension of this line from Pike City towards Fort Smith. The latter city is to be the eventual terminus. J. A. Woodson of Little Rock is vice-president and general manager.

Rome, Ga.—The report that the Chattanooga, Rome & Southern Railroad is to be extended from Carrollton, Ga., to Columbus to connect with the Seaboard Air Line has been revived. The extension, if built, will be about ninety miles in length. C. B. Wilburn at Rome is president of the company.

Selma, Ala.—It is expected to complete the grading of the extension of the Birmingham, Selma & New Orleans Railway between Martin's Station and Linden in a few weeks. The extension is twenty miles in length. F. M. Abbott at Selma is president of the company.

Snow Hill, Md.—The Atlantic & North Carolina Railroad Co. has decided to build the proposed branch from La Grange to Snow Hill, which has been under consideration. It is reported, J. A. Bryan at New Berne is president of the company.

Valdosta, Ga.—It is stated that J. M. Wilkison, president of the Valdosta Southern Railroad, has secured right of way for a further extension of this line to a connection on the Florida Central & Peninsular branch of the Seaboard Air Line. The extension will be about seven miles in length, and grading has already begun.

Washington, D. C.—The Washington & Potomac Railway Co. has been incorporated in Maryland for the purpose of completing the line of this name, which is now in operation between Mechanicstown and Brandywine. It is proposed to extend it to Washington from the north and Point Lookout on the south. The new company is capitalized at \$4,000,000, and includes Charles B. Collier of Washington and John P. Poe of Baltimore.

West Point, Miss.—D. Willett is president of the Federal Construction Co., which is promoting the proposed railroad between West Point and Memphis, Tenn., a distance of about 140 miles. It is reported that construction work will probably begin within the next six months. Mr. Willett's address is Morganfield, Ky.

Street Railways.

Moundsville, W. Va.—H. T. Day has secured the contract to build a connection between the Moundsville Street Railway line and the Wheeling Street Railway at Benwood, W. Va.

Machinery, Proposals and Supplies Wanted.

Manufacturers and others in need of machinery of any kind are requested to consult our advertising columns, and if they cannot find just what they wish, if they will send us particulars as to the kind of machinery needed we will make their wants known free of cost, and in this way secure the attention of machinery manufacturers throughout the country. The MANUFACTURERS' RECORD has received during the week the following particulars as to machinery that is wanted.

Bags.—See "Salt Works."

Barrel Machinery.—See "Woodworking Machinery."

Boats.—Dr. B. W. Brown, M. H. S., Fort Monroe, Va., will open bids October 5 for furnishing two small boats. Further information on application.

Boilers and Engine.—Bry-Van Coal Co., L. E. Bryant, manager, Danville, Ky., wants to

buy second-hand as follows: Two 200 to 250 horse-power water-tube boilers, three 72-inch by 16-foot or 18-foot, four-inch, six-inch tubular boilers, one 150 to 175-horse-power Corliss or automatic engine, one 100 to 150-kilowatt, 220-volt generator, and one 50-ton saddle-tank locomotive, standard gauge.

Boiler and Engine.—Wheat Separator Co., Lexington, N. C., will want 30-horse-power engine and boiler.

Bolts and Nuts.—See "Wire."

Broom Factory.—Edwards & Hamilton, Gleason, Tenn., want prices on broom-factory supplies, such as broom corn, etc.

Building Materials.—W. R. McCabe, West Norfolk, Va., wants steel ceiling for inside finish.

Building Materials.—The Washington Jagd and Schutzen Club, Carl E. Gundlach, vice-president, Washington, D. C., wants to purchase patent camfer board or plaster sheets for ceiling and walls.

Can Machinery.—Platt N. Paine, Millerton, N. Y., wants addresses of makers of tin-can machinery.

Cement.—A. M. Miller, lieutenant colonel engineers, office Washington Aqueduct, 2728 Pennsylvania avenue, Washington, D. C., will receive sealed proposals until October 15 for furnishing and delivering 16,000 barrels of American Portland cement at new reservoir, distributing reservoir and shafts of Washington aqueduct tunnel. Information on application.

Dredging.—Chas. J. Allen, U. S. A., 601 Eighteenth street N. W., Washington, D. C., will open proposals October 22 for dredging in York, Mattaponi and Pamunkey rivers, Milford Haven and Urbana creek, Virginia.

Dry-kiln.—Pender Lumber Co., Burgaw, N. C., wants to correspond relative to contracting for 5000 to 8000 feet capacity dry-kiln.

Electrical Machinery.—See "Boilers and Engine."

Electric-light Plant.—Hollins Institute, Hollins, Va., will want electric-lighting plant of about 600 16-candle-power incandescent lights; will want extra-size boilers, so that live and exhaust steam can be used for heating. Address Jos. A. Turner, business manager.

Electric-light Plant.—J. Lewis, Belize Ice and Distilled Water Works, Belize, British Honduras, is in the market for electric-light plant of 600 lights, sixteen candle-power (100 lamps for street lighting and balance for indoor service); has steam plant, and requires only dynamo, engine, etc.

Electric-light Plant.—Kirkwood, Mo., will open proposals October 16 for the erection and equipment of electric-light plant, after plans and specifications now on file in city clerk's office and in office of the consulting and supervising engineer, Owen Ford, 719 Security Building, St. Louis, Mo. Check in 3 per cent. of bid is required. Address J. G. Hawken, city clerk. (Amount available for work is \$17,000.)

Electric-light Plant.—The city council of Matanzas, Cuba, is now advertising for proposition for electric-lighting franchise and for electric-railway franchise. Address "The Mayor."

Engine.—See "Hoisting Engine."

Excavation Work.—See "Irrigation-canal Construction."

Flour Mill.—P. B. Moses & Bros., Chatham, Va., are in the market for estimates on 100-barrel roller flour mill.

Grinding Mill.—James Morrison, 716 Church street, Lynchburg, Va., wants information and prices on mill to grind quartz and give accurate results of the gold contained therein.

Hardware.—Frank F. Bael, successor to Trenton Hardware Co., Trenton, N. J., wants catalogues and prices on general lines of hardware.

Heating Apparatus.—See "Electric-light Plant."

Hoisting Engine.—Imperial Company, Norfolk, Va., wants a hoisting engine; second-hand would answer purpose.

Ice Factory.—B. W. Edwards, West Point, Va., will buy 10-ton ice factory, excepting steam plant.

Ice Machinery.—L. G. Taney & Co., Algoma, W. Va., want prices on ice-making machinery.

Ice Machinery.—Geo. D. Peters, Box 356, Bristol, Tenn., wants to correspond with manufacturers of ice and refrigerating machines.

Irrigation-canal Construction.—McFadden-Wiess Canal & Irrigation Co., 336 Tevis street, Beaumont, Texas, is ready to receive proposals for the construction of canal from tidewater through sea marsh to high land,

300 feet long, 6 feet deep, 40 feet wide at top and 34 feet wide at bottom.

Keysenter.—See "Machine Tools."

Knitting Machinery.—Orangeburg (S. C.) Knitting Mill is in want of two loopers.

Logging Equipment.—D. W. Brown, Wellborn, Fla., wants equipment for loading logs from ground to flat cars or trucks; also wants logging carts.

Lumbering.—See "Logging Equipment."

Machine Tools.—Sprout, Waldron & Co., Muncy, Pa., is in the market for a keyseating machine.

Machine Tools.—Sprout, Waldron & Co., Muncy, Pa., are in the market for a 30-inch gap turret chucking lathe, second-hand or new.

Masonry Work.—Geo. S. Good & Co., Lock Haven, Pa., want bids for masonry work near Grafton, W. Va.

Railway Equipment.—See "Boilers and Engine."

Railway Equipment.—See "Electric-light Plant."

Railway Equipment.—Dibert, Stark & Brown Cypress Co., Ltd., Gibson, La., is in the market for small second-hand locomotive, standard gauge.

Railway Equipment.—Seaboard Air Line is preparing specifications and will ask for bids for twenty passenger coaches and five baggage and express cars; E. St. John, general manager, Portsmouth, Va.

Salt Works.—Colorado Salt Co., Colorado, Texas, wants information relative to salt-works machinery of the latest designs, as it will buy additional machinery. Steam refined, solar and dairy or table grade salts will be made. Company also invites correspondence relative to lute and cotton bags, pockets, baling, etc.

Saw-mill.—Wm. M. Corry, Quincy, Fla., wants a second-hand saw-mill outfit of 8000 feet capacity daily. Address with full particulars.

Shoe Factory.—Chas. Marks, 17 Broughton street, west, Savannah, Ga., wants information concerning shoe manufacture and estimates on cost of complete factory for 250 pairs daily.

Steel-framed Tower.—Proposals will be opened October 22 for supplying material for and building steel-framed tower, with shelter for range and position finder; erection at Key West, Fla. Address Thos. H. Reese, captain engineers, St. Augustine, Fla.

Wagon-stock Machinery.—See "Woodworking Machinery."

Wire.—Wheat Separator Co., Lexington, N. C., wants prices on Nos. 4, 5 and 6 sieve wire twenty-four inches wide; also on bolts and nuts.

Woodworking Machinery.—R. B. Faust, Whitesett, N. C., wants prices on handle, spoke and hub machinery.

Woodworking Machinery.—Hanson & Son, Myers, Fla., want a gang edger, three or four saws, self-feeding, in good condition. Send full particulars.

Woodworking Machinery.—Wm. M. Corry, Quincy, Fla., wants to buy second-hand standard lath machine to cut up to seven feet long. Address with full particulars.

Woodworking Machinery.—D. G. Minter, Arendtsville, Pa., wants information and prices on barrel machinery.

Woodworking Machinery.—Wheat Separator Co., Lexington, N. C., will want planing machine, rip saws, band saws, sander, etc.

Woodworking Machinery.—W. G. Spigle, Troutville, Va., wants addresses of makers of machinery for turning locust pins.

TRADE NOTES.

Air Compressors.—Messrs. P. C. Blaisdell of the Standard Wood Co. and Edward Grey, formerly with the Ingersoll-Sargent Company, have organized a firm for the conduct of the air-compressor business at Bradford, Pa.

Bargain in Lumber.—Lumber buyers looking for a bargain are invited to investigate the offering of M. H. Dingee of Lynchburg, Va. Mr. Dingee offers for sale at low figures about 60,000 feet of Buckeye & Lynn lumber, well seasoned, five feet wide, eight, twelve and fourteen feet long, one inch thick.

Asbestos Fire Felt Covering.—The H. W. Johns Manufacturing Co., 100 William street, New York, has contract from the Pittsburgh Plate Glass Co., Ford City, Pa., for furnishing and applying Asbestos Fire Felt Covering for the Ford City Company's factory No. 3, in which plant are now being installed twelve new boilers and the necessary steam

pipes. The contract in question will amount to over \$2000.

Sullivan's Chicago Offices.—The Sullivan Machinery Co. of Chicago has moved its offices from 54-60 N. Clinton street to the Merchants' Loan and Trust Building, 135 Adams street, Rooms 1220-1221. The store and shipping department will remain on Clinton street. The officers of the company will be very glad to see their friends at the new location.

Highest Award for Steam Trap.—American manufacturers have been capturing the bulk of the prizes offered at the Paris Exposition. The latest American firm to be heard from in this connection is Messrs. Thorpe, Platt & Co., engineers and agents, Fidelity Building, 97-103 Cedar street, New York. This firm has received the highest award for its Geipel's patent steam trap, of which it is the sole manufacturer.

Best Roof Paint on Market.—A Canadian inspector of painting writes to the Garfield Oil Co. of Cleveland, Ohio, manufacturer of the celebrated Zanzibar Roof Paint. The inspector says in part: "The Zanzibar paint which I used this summer turned out, without any exception, the best paint I have ever handled, and fully bears out your statements as to its merits. It gives me pleasure to say that in my opinion you have the best roof paint today on the market, and I cheerfully recommend it to anyone requiring such an article."

Contracts From Havana.—The development of Cuba already commences to afford good contracts to our American manufacturers. A number of new power plants are being constructed in Havana, and our manufacturers have been prompt to submit successful estimates. The H. W. Johns Manufacturing Co. of New York has secured contract for supplying and applying its asbestos fire-felt covering for steam pipes, boilers and drain pipes at the Havana brewery. Skilled labor is being sent from New York to carry out this contract. This is the first instance of the kind to come to our notice.

Flexible Metallic Tubing.—A flexible metallic tubing is now being offered for use in emphatic claims for superiority. This tubing will end many troubles that are had with rubber hose, its manufacturers claiming for it advantages which will appeal to many users. Messrs. Walter L. Flower & Co. of 311 Chemical Building, St. Louis, Mo., will correspond with any parties who are interested. One of the firm's orders for last month was for a section of eight-inch flexible copper tubing for suction and delivery service on the fleet under charge of Capt. Ed. Burr, U. S. A., for operating in Mississippi waters.

Rails and Other Equipment.—There is a constant demand for relaying rails for purposes wherein the second-hand article serves the operator's purpose as well as new equipment. This demand has created a competition that brought into the field as dealers many thorough salesmen. Mr. Walter A. Zelnicker of St. Louis, Mo., is one of the most prominent dealers in rails, splices, spikes, etc., in the Southwest, and has developed an extensive trade in his chosen field. He has abundant quantities on hand at all times, and is prepared to sell at "rock-bottom" prices, either on cash or time. Mr. Zelnicker made large sales of rail for logging purposes during September, aggregating 1500 tons.

Rebuilding Galveston Enterprises.—With characteristic Texas energy the people of Galveston have immediately undertaken the rebuilding and re-establishing of their city. Among important industrial contracts awarded to repair damage caused by the hurricane was that for the rebuilding of the injured docks and wharf, for the reinstatement of elevator and conveyor systems and the rebuilding of the Merchants' Compress, amounting to about \$250,000. Messrs. James Stewart & Co. of St. Louis, Mo., secured the contracts mentioned. This firm is well known throughout the United States as contractors for buildings, manufacturing plants, grain elevators, heavy masonry and other construction work.

Helmet Oil and Babbitts.—General business is reported as very good by Messrs. Charles H. Besly & Co. of 10 North Canal street, Chicago. The firm has made a number of large shipments to the North and Middle West of complete shop equipments, and is receiving many orders for small tools from the same sections. Many orders for Helmet Oil, Bonanza Cups and Helmet Babbitt are daily being received from Western mining districts. The various automobile manufacturers are becoming interested in

Helmet Oil and Bonanza Cups, and many of them called at Besly & Co.'s store during the recent exhibit at Washington Park in Chicago. The new Besly catalogue is now ready for distribution.

Hosiery and Underwear Machinery.—The development of the knitting industry throughout the country makes a constant demand for the machinery necessary in establishing mills. In the South there has been a decided revival of interest in the location of plants for making hosiery and other underwear, and the demand for machinery is therefore steady. Present and prospective buyers of knitting machines will find it to their interest to correspond with the Champion Machine Co. of American and Diamond streets, Philadelphia, before placing their orders. This company builds high-grade rib-knitting machinery for underwear and hosiery, and special machinery of every description. The Champion equipment has proven its worth in many prominent mills.

Heating Water for Boilers With Exhaust Steam.—There is now being introduced a heater that is claimed to combine with the best features of previous heaters several new and valuable practical improvements. Frank L. Patterson, 136 Liberty street, New York, is the maker of this new device, known as the "Patterson Patented Water-Tube Berryman Feed-Water Heater and Purifier." The heater is built in such a manner as to permit not only the settling chamber, but the tube sheet and tubes to be lowered for the purpose of thoroughly cleaning or even repairing the interior without disturbing the shell on its supports or any of the steam piping. This feature will be appreciated by users of heaters. Address the manufacturer for full particulars concerning his product.

Rapid Whitewashing.—It is a common practice in many parts of the country, especially in the South and East, to use whitewash to a great extent. By the old way of applying with a brush much time is lost, and a quicker method is worth a great deal to the party having quite an amount of work to be done. For this purpose there is nothing more satisfactory than the "Star" whitewashing or dry water paint pump manufactured by the Star Brass Works, 67 South Canal street, Chicago. With this machine cold-water paint can be used as well as whitewash in factories, mills, cellars, on fences, walls, warehouses; also for greenhouse roofs and for spraying of trees and other growth. The Star Brass Works also deals in fireproof paint, used for inside woodwork, which is recommended highly.

Equipping Southern Textile Mills.—The continued progress of the South in the erection of new cotton mills affords profitable and extensive business for the textile-machinery builders. An important factor in textile equipments is the preparatory outfit. The A. T. Atherton Machine Co. of Pawtucket, R. I., is a leading manufacturer in this line. This company has equipped recently some important Southern mills, including four at Greenville, S. C., and mills at Orangeburg, S. C.; Westminster, S. C.; Jonesville, S. C.; Warrenville, S. C., and knitting mill at Union, S. C., and shipments are being made to the Olympia Cotton Mills, Columbia, S. C. The A. T. Atherton Machine Co. will also furnish openers and lappers for mills at Union, Lancaster, Seneca, Lolo, Winsthore, Liberty, Goldville and Finger-ville, all in South Carolina.

A Boiler's Heating Surface.—Users of boilers know the importance of obtaining the greatest amount of power possible from the smallest extent of heating surface. This is an important factor in economical and efficient operation of steam plants, whether stationary or marine. DePuy's Paragon Boiler is claimed to develop a horse-power for every six feet of heating surface, and is therefore in demand. This demand is constantly increasing, and the patentee of the boiler, M. DePuy of 19 South street, New York, reports that he has received a number of good orders lately. One of these orders came from Wm. S. Warwick, one of the most extensive operators of canal boats in New York. Mr. DePuy states that he has made two important improvements in his boiler, which greatly add to its already unequalled heating surface. Steam-plant owners are invited to investigate this boiler.

A Great Compliment.—The success of American exhibitors at the Paris Exposition has been gratifying not only to those directly interested, but also to the country at large. One of the greatest compliments paid an American manufacturer by the exposition authorities has just been made known. This compliment consisted of an award of a

medal to the Triumph Electric Co. of Cincinnati, Ohio. This award was entirely a surprise to the company, as it had no direct exhibit, and the machines that the board of awards viewed were merely those loaned the Fay & Egan Company and the Ferracute Machine Co. to operate the machines that these two concerns had on exhibition. The Triumph Electric Co. constructs electric-light and power machinery, which has become most favorably known to users. This award is evidence of the attention which the Triumph's machinery merited because of its efficiency and economy and other desirable qualities.

Successful Ventilators.—There are a number of successful ventilators on the market, among the most prominent of which is that made by the National Pancoast Ventilator Co. of 723 Drexel Building, Philadelphia. The superiority of this ventilator is thoroughly established, and there are thousands of instances where the Pancoast has been used to great satisfaction of owners, as well as metal workers. This ventilator is built on scientific lines to give thorough and permanent satisfaction. One of the most recent commendatory letters received by the manufacturer came from the Fulton Bag and Cotton Mills of Atlanta, referring to eleven 24-inch ventilators furnished for the mill's building. The company says they "are giving entire satisfaction; in fact, they have reduced the temperature very materially in the room in question, and we are sorry that we did not introduce them some time ago." Address the Pancoast Company for a leaflet of interest.

Perfect Insulation.—The express steamer Deutschland, which recently broke all records of time in crossing the Atlantic, is the acme of shipbuilding skill. The equipments of these large ocean steamships is most interesting, including the ice-making and cold-storage plants of the most modern construction. On the Deutschland the cold-storage departments are provided with a series of ventilators, which cause the air in them to be in constant circulation, and as it passes over the cooling surfaces all moisture is expelled and the air becomes dry by circulation. At a temperature of twenty degrees no moisture can be present. Moisture only develops when the temperature, through imperfect insulation, is allowed to rise and fall, causing continual expansion and contraction in the atmosphere. In constructing the cold-storage rooms and installing the freezing of the tanks on the Deutschland the P & B insulating papers were used. The steamers St. Louis, St. Paul, Kaiser Wilhelm der Grosse, Friedrich der Grosse, Barbarossa and other prominent ships also use this insulating paper. It is manufactured by the Standard Paint Co. of New York city, which has factories in New Jersey and Germany.

Advantages of Corporation Conduct of Business.—Business men are daily becoming better acquainted with the advantages arising from conducting business through a corporation. They have realized that limited liability, continual existence, ease of transferring interests and other benefits are to be desired in obtaining charter of incorporation. The general corporation law of Delaware has proven eminently satisfactory in this regard, and there has developed among attorneys an inclination to know something concerning it. In response to this there has been issued a pamphlet that is unique in its character. The pamphlet shows the correspondence and telegrams connected with the charter of a development company. The first letter of inquiry was dated March 5, and on the 10th the company had its charter and stock books, and was prepared to carry out its intended enterprises. The advantages of incorporation existence for business are as valuable, in proportion, to the small business as they are to the large aggregations of capital. The Delaware Charter, Guarantee & Trust Co. of Wilmington, Del., has issued the pamphlet noted. This company offers its services to parties in any part of the world in securing the corporate benefits to be obtained under the Delaware law. Full information may be obtained on application.

Ideal Coal for Steam Generation.—In the successful generation of steam for power purposes it is first of all necessary that the steam plant be of modern design and construction for economy and efficiency. Another prime factor in steam generation is the coal burned. No coal is more famous for its steaming qualities than the celebrated Pocahontas smokeless, now being utilized by the most prominent governments, steamship companies, shipbuilding companies and others throughout the world. Pocahontas smokeless coal has twice been the subject of correspondence by the gov-

ement of Great Britain; the Navy League of England has endorsed it as the only smokeless coal in the world outside of Great Britain; the British ambassador to the United States has endorsed it as the best of American coals; the United States government has adopted it as the standard fuel for its warships, and it is used by the Cramp shipyards on trial trips of the vessels it constructs, where great and continuous speed is required. The remarkable steaming qualities of Pocahontas smokeless coal have been proven by repeated tests, and it is now being shipped to all the principal ports of the world. The output of the mines is 6,000,000 tons yearly. Messrs. Carter, Curran & Bullitt, 328 Chestnut street, Philadelphia, are agents for the sale of the Pocahontas smokeless coal, with offices also in New York, Chicago, Boston, Cincinnati, Norfolk and Roanoke. Messrs. Hull, Blyth & Co., 4 Fenchurch avenue, London, E. C., England, are European agents.

TRADE LITERATURE.

Mechanical Engineering.—The International Correspondence Schools, Scranton, Pa., has issued a pamphlet concerning its courses of study in mechanical engineering and mechanical drawing. This pamphlet will be of interest to those who contemplate taking courses in these studies. Address the Institution for literature on the subject.

Of Interest to Builders.—The use of expanded metal is constantly extending throughout the entire country. The manufacturers of this comparatively new building material are continually demonstrating the great worth of their product. The "Doings of Expanded Metal," No. 13, has just been issued by the Associated Expanded Metal Companies. This leaflet contains interesting information concerning expanded metal, together with illustrations that are pertinent to the subject. Ask the New York Expanded Metal Co. of New York city for copy of "The Doings."

More Steam, Less Fuel.—There has just come from the press a little booklet that will be of absorbing interest to every owner and operator of a steam-power plant. This booklet answers the questions: Do you want more steam? Do you want to reduce your fuel consumption? The Steam Generator Co. of 147 Third street, St. Louis, Mo., issues this little booklet in the interest of steam users, and will furnish copy to inquirers. This company manufactures the Shields improved steam generator, by the use of which it is claimed more, easier, quicker and safer steam can be generated with less fuel.

DuBois Iron Works.—The plant of the DuBois Iron Works at DuBois, Pa., is equipped throughout with the best and most modern machinery that can be procured for the manufacture of mining, tannery, saw-mill and power-transmission machinery and tubular boilers, which the company builds. Men of long experience and ability have charge of the various departments of the DuBois plant. The company is prepared to take contracts to erect and equip plants of any size, and makes full working drawings when necessary for the erection of all machinery furnished. Catalogue may be had on application.

The Paint for Bridges.—Railroad superintendents know what havoc is played on railroad bridges by the action of locomotives' fumes. Hence they endeavor to use such paints as will most effectually resist this action. Park street bridge of the Big Four Railroad at Cincinnati is a structure which has been most effectually protected. About 500 engines pass under this bridge daily, yet Dixon's silica-graphite paint used on this bridge resisted for five years. The covering capacity and great durability of the Dixon's silica-graphite paint are constantly extending its field. The Joseph Dixon Crucible Co. of Jersey City, N. J., manufacture this paint. Send for latest interesting leaflet.

Pumps, Hay Tools and Other Specialties.—One of the most comprehensive lines of product of its character is that offered by Messrs. F. E. Myers & Bro. of Ashland, Ohio. This line comprises pumps, hay tools, gate hangers, store ladders and other equipments designed for increasing efficiency and improving convenience. Since the introduction of the Myers goods they have taken a prominent place in the trade because of the original ideas displayed in their design and the ability to turn out a finished product shown in their manufacture. The firm's catalogue, No. 35, has been issued for the use of the trade and consumers. It is complete and concise, dealing fully with each article mentioned. Copy may be had on application.

Graphite.—The October number of "Graphite" has been issued. This publication always contains interesting information relative to graphite productions. The use of graphite for lubricating and many other purposes is constantly on the increase as its advantages become more widely known. The Jos. Dixon Crucible Co. of Jersey City, N. J., manufacturer, issues "Graphite," and will supply specimen copies to those asking for them. The Dixon Company makes a varied line of goods known throughout this and other lands. Dixon crucibles, lubricating graphite, plumbago foundry facings, graphite products for electricians, belt dressings, etc., are included in the company's offerings.

Real Test of Steam Specialties.—The real test of a safety or saving apparatus is not what it will do under favorable conditions, but in emergencies. The steam specialties of the Pittsburg (Pa.) Gauge & Supply Co. have demonstrated their effectiveness and reliability under conditions where, to have failed, would have resulted in danger to life and property. Simplicity of design, excellence of construction and positive accuracy of operation are the qualities that make the company's specialties favorites with steam users everywhere. The Pittsburg safety water column, feed-water regulator, rotating gauge cocks, steam gauges, recording gauges, oil filter, vacuum exhaust head, blow-off valves and other devices are fully explained in a little booklet the company has just issued.

Planing-Mill Exhausters.—The first Sturtevant fans were designed for the removal of refuse from shoe-buffing and similar machines. Their use rapidly extended to the handling of all classes of comparatively light material, most prominent among which were the chips, shavings and sawdust from wood-working machinery. Hence the name "planing-mill exhauster" has been adopted generally to designate this type of fan. Nearly forty years of experience in manufacture and application has been brought to bear in perfecting the fan's design and enhancing its value as an accessory to a host of manufacturing processes. Lightness, strength and rigidity have been combined with all the elements of durability and of adaptability to continuous operation in the making of a machine whose use proves its worth. Address the B. F. Sturtevant Co., Boston, Mass., for illustrated catalogue of this equipment.

For Grinding All Metals.—Many are the manipulations through which various metals pass in their evolution from raw material to finished product. One of the most important manipulations is grinding. The production of machinery for grinding all is a specialty with our machine works, and eminently have they succeeded. The Diamond Machine Co. of Providence, R. I., 9 Coddling street, is one of the leading makers in this branch. The company's 1900 catalogue is now in preparation, and will contain a most comprehensive account, both illustrative and descriptive, of its specially-designed apparatus. Advance sheets of this catalogue are of interest. They cover the regular Diamond line of grinding machinery, countershafts, water tool grinders and bench tool grinding machines. Particular attention is called to the weights and dimensions of these machines. The balance of the catalogue, showing polishing machinery and special machines, will soon be ready.

Modern Link Belting.—The use of tempered steel instead of iron in the manufacture of link belting is an innovation in industrial circles. Link belting has been in use many years in enormous quantities for varied purposes. The manufacture of the new steel link belting has been undertaken by the Locke Steel Belt Co. of Bridgeport, Conn. This company states it is the sole manufacturer of tempered steel, detachable sprocket chain and attachments, patents of which it owns, and for manufacturing which it uses special machinery. A substitution of steel for iron has been one of the marked features of this age of mechanical advancement, and the introduction of the steel link belting will be of importance to many manufacturers. The new belting will possess the resilient features necessary to satisfactorily withstand the stress and strain to which attachable sprocket chains are usually subjected. Consequently, it is expected that the demand for the Locke Company's goods will be very extensive. Many prominent manufacturers have tested this chain and reported very favorably upon its many good qualities. Catalogue No. 3, Exposition Edition, contains interesting information and illustrations of the Locke steel belting. Copies of the book may be obtained on request.

NASHVILLE, CHATTANOOGA & ST. LOUIS RAILWAY.

FORTY-NINTH ANNUAL REPORT, FOR THE YEAR ENDING JUNE 30, 1900.

Nashville, Tenn., September 1, 1900.

To the Stockholders:

The Forty-ninth Annual Report of the President and Directors of the Nashville, Chattanooga & St. Louis Railway for the fiscal year ending June 30, 1900, is hereby submitted:

MILES OF ROAD OPERATED.

Main Line.....	320.21
McMinnville.....	69.54
Fayetteville & Columbia.....	86.47
Huntsville & Gadsden.....	80.21
Lebanon.....	29.21
Tracy City.....	23.73
Squatchie Valley.....	63.13
Centerville.....	65.94
Shelbyville.....	8.01
West Nashville.....	6.28
Rome Railroad.....	15.15
Western & Atlantic Railroad (Leased).....	136.82
Middle Tennessee & Alabama Railroad.....	30.41
	935.12

To this should be added:

Mileage of Memphis & Paducah Division, the operations of which are kept separate. 254.20

Making the total mileage..... 1,189.32

Which is located in the following States:

Tennessee.....	875.30
Alabama.....	114.48
Georgia.....	142.25
Kentucky.....	57.29
	1,189.32

FINANCIAL.

There have been issued \$20,000 First Consolidated Mortgage 5 Per Cent. Gold Bonds in lieu of the same amount of Tracy City Branch 6 Per Cent. Bonds redeemed, leaving the bonded debt same as last year, \$15,996,000.

GENERAL RESULTS.

(935 Miles.)

From Freight Traffic.....	\$4,813,006 12
From Passenger Traffic.....	1,371,370 85
From Transportation of Mail.....	174,463 34
From Express Traffic.....	82,500 90
From Miscellaneous Sources.....	145,976 23
Total Earnings.....	\$6,487,317 54

Expenses.

For Conducting Transportation.....	\$2,409,152 87
For Maintenance of Way and Structures.....	939,450 30
For Maintenance of Equipment.....	704,075 05
For General Expenses.....	187,905 65
Total Operating Expenses.....	4,240,583 88

Net Earnings from Traffic..... \$2,246,733 66

To which add:

Income from Investments..... 26,177 50

Net Earnings from Traffic and other sources..... \$2,272,911 16

From which deduct:

Interest on Bonded Debt.....	\$862,130 00
All other interest.....	71,989 33
Rentals.....	227,884 86
Twenty-six W. & A. Income Bonds retired.....	425,288 00
Loss on Paducah & Memphis Division.....	26,000 00
Reserve for doubtful accounts.....	31,730 70
	5,000 00
	1,747,003 49

Net Income transferred to Profit and Loss Account..... \$525,907 67

IMPROVEMENTS.

The following expenditures made during the year for construction, new equipment, improvements and additions to property have been charged to cost of road:

Three Hundred and Four Box Cars.....	\$167,200 00
Air Brakes on 2216 Cars.....	121,850 00
Automatic Couplers on 2734 Cars.....	54,350 00
Middle Tennessee & Alabama Railroad.....	17,080 91
Total.....	\$360,540 91

GROWTH OF TRAFFIC.

The growth of traffic for the past fifteen years is shown by the following table:

Fiscal year.	Miles operated.	Gross earnings.	Earnings per mile.
1885-86.....	550	\$2,188,109 74	\$3,772 59
1886-87.....	600	2,774,247 59	4,623 74
1887-88.....	650	3,091,653 49	4,756 39
1888-89.....	652	3,390,185 17	5,077 17
1889-90.....	652	3,550,461 42	5,445 49
1890-91.....	652	3,943,303 74	6,048 01
1891-92.....	810	5,353,288 06	6,609 00
1892-93.....	810	5,131,779 24	6,335 53
1893-94.....	884	4,521,661 85	5,109 22
1894-95.....	902	4,698,501 88	5,109 20
1895-96.....	905	5,074,625 45	5,625 97
1896-97.....	905	5,116,118 44	5,658 77
1897-98.....	905	5,646,548 89	6,239 28
1898-99.....	935	6,081,706 05	6,504 56
1899-1900.....	935	6,487,317 54	6,938 30

The earnings and expenses per mile for the past four years have been:

	1896-97.	1897-98.	1898-99.	1899-1900.
Gross Earnings.....	\$5,658 77	\$6,239 28	\$6,514 42	\$6,938 30
Operating Expenses.....	3,544 00	4,048 42	4,384 15	4,535 38
Net Earnings.....	\$2,114 77	\$2,190 86	\$2,130 27	\$2,402 92

The train mileage for the year was:

Passenger.....	1,239,643
Freight.....	2,887,590
Mixed.....	376,754
Construction.....	133,241
Switching.....	1,133,369
Total.....	5,770,598

The earnings per train mile were:

Freight.....	\$1 67
Passenger.....	1 02

EQUIPMENT.

During the year seven new freight engines were purchased at a cost of \$69,365.10 to take the place of the same number too light for service, leaving the number of locomotives 166, the same as last year, all of which are in good running order; 99 were

thoroughly overhauled, 4 equipped with electric headlights, 67 with Master Car Builders' couplers. There are now 161 engines equipped with train brakes and 150 with automatic couplers.

The engine mileage was 5,770,588, against 5,687,818 for the preceding year.

The cost per train mile has been:

	Cents
For Repairs.....	4.87
For Engine and Roundhouse Men.....	8.06
For Water Supply.....	.57
For Stores.....	.49
For Fuel.....	6.25
Total.....	20.24

Cars.

The passenger equipment consists of:

Passenger Coaches.....	113
Baggage Cars.....	36
Postal Cars.....	12
Total.....	161

Freight equipment:

Box Cars.....	3,085
Coal Cars.....	1,073
Flat Cars.....	739
Stock Cars.....	104
Coke Cars.....	206
Ore Cars.....	50
Gravel Cars.....	71
Caboose.....	209
Total.....	5,537

Other cars:

Pay Car.....	1
Air-brake Car.....	1
Wrecking Cars.....	3
Pile Driver.....	1
Cook Cars.....	2
Derick Cars.....	3
Tool Cars.....	15
Total.....	26

Grand Total.....

5,724

Seventy-one coaches, 21 baggage, 9 postal cars and 1918 freight cars were repaired, 33 freight cars were rebuilt, 113 new freight cars built in lieu of others destroyed, and 304 new box cars constructed and added to the equipment.

Including 550 cars of the Paducah & Memphis Division, the total number of freight cars is 6113, of which 5416 are now equipped with air brakes and 5906 with automatic couplers, leaving 697 to be equipped with brakes and 207 with couplers, which will cost \$42,475.

MARINE EQUIPMENT.

The Company owns the following equipment, which is used on the Tennessee River between Hobbs Island and Guntersville, Ala., a distance of 20 miles:

Steamer "Huntsville."
Steamer "Hattie McDaniel."
Two Transfer Barges.

ROAD DEPARTMENT.

The total mileage of main and side lines is as follows:

	Main line.	Side line.
Miles owned.....	804.90	180.65
Miles leased.....	390.45	88.09
Total.....	1,195.35	268.74

The following new steel rail has been laid:

Chattanooga Division, 80 pounds per yard.....	7.54 miles.
Chattanooga Division, 68 pounds per yard.....	1.14 miles.
Nashville Division, 68 pounds per yard.....	7.77 miles.
Atlanta Division, 68 pounds per yard.....	7.91 miles.

The old rail taken up, except that which was sold, was relaid on branch lines and sidings.

The total mileage of steel and iron rail is shown in the tables below:

Mileage in Steel.

Divisions.	80 lbs.	68 lbs.	60 lbs.	58 lbs.	56 lbs.	52 lbs.	40 lbs.	38 lbs.	Total.
Chattanooga.....	7.54	140.67	2.91	14.45	3.48	.....	.....	.....	151.15
Northwestern.....	.....	.....	.....	.....	.....	.....	.....	.....	169.12
Western & Atlantic.....	135.92	.....	.....	90	.....	.....	.....	.....	136.82
Rome.....	.....	.....	.....	18.15	.....	.....	.....	.....	18.15
Lebanon.....	.....	.....	.....	29.21	.....	.....	.....	.....	29.21
McMinnville.....	.97	6.94	31.30	.....	29.88	.....	.....	.....	69.09
Columbia.....	.....	.....	4.37	.....	81.82	.....	.....	.....	86.19
Huntsville.....	.....	.....	53.02	.....	26.92	.....	.....	.....	79.94
Middle Tenn. & Alabama.....	.....	.....	.....	.....	36.98	.....	.....	.....	36.98
Shelbyville.....	.....	.....	.....	.....	7.73	.....	.....	.....	8.01
Tracy City.....	.....	.....	13.66	.....	1.47	.....	.....	.....	20.73
Jasper.....	2.75	.....	31.02	.....	28.34	.....	.....	.....	62.11
Centerville.....	.....	.....	24.98	7.12	2.71	12.42	8.68	55.91	.....
West Nashville.....	.....	.....	4.27	.....	.....	.....	.....	5.09	.....
Paducah & Memphis.....	.....	.....	118.18	.....	135.45	.....	.....	.....	253.63
Totals.....	7.54	285.95	125.12	336.20	221.60	174.62	12.42	8.68	1,182.13

Mileage in Iron.

Division.	56 lbs.	50 lbs.	40 lbs.	Total.
McMinnville.....	.....	.45	.....	.45
Columbia.....	.....	.18	.10	.28
Huntsville.....	.....	.27	.....	.27
Jasper.....	.....	1.02	.....	1.02
Centerville.....	1.14	.....	8.89	10.03
West Nashville.....	.....	1.17	.....	1.17
Totals.....	1.14	3.06	8.99	13.22

ROADWAY.

There were 518,092 cross-ties and 239 sets switch-ties used in renewals, and 26,513 cross-ties and 61 sets of switch-ties used in improvements.

There were 14.22 miles of new side track constructed, and 3.13 miles were torn up, making an addition of 11.09 miles.

The side tracks were also increased by the Terminal Company constructing at Nashville 1.73 miles, and transfer track at Nashville .30 miles, making a total increase of 13.12 miles.

There were 96,592 cubic yards of ballast put in the track.

BRIDGES AND TRETTLES.

The following table shows the length and different classes of bridges and trestles:

Division.	Total length of iron bridges.	Cedar pile.	Oak pile.	Frames.	Totals pile and frame.	Grand total.
	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.
Chattanooga.....	7,078 0	23,683 0	.....	113 0	23,806 0	27,652 0
Northwestern.....	3,846 0	2,761 0	120 0	305 0	3,186 0	7,364 0
Western & Atlantic.....	4,178 0	1,135 0	.....	38 0	1,173 0	1,173 0
Rome.....	1,071 6	476 6	.....	.....	476 6	1,548 0
Lebanon.....	1,925 6	3,349 0	.....	15 6	3,364 6	5,290 0
McMinnville.....	1,112 0	2,836 0	.....	892 6	3,728 6	4,840 6
Columbia.....	438 6	96 0	1,464 0	833 6	2,393 6	2,832 0
Middle Tenn. & Alabama.....	1,622 0	6,048 0	2,348 0	2,265 6	10,661 6	12,283 6
Huntsville.....	26 0	.....	.....	.....	.....	26 0
Tracy City.....	829 6	6,676 6	.....	152 0	6,828 6	7,658 0
Jasper.....	2,517 0	8,031 6	324 0	66 0	8,421 6	10,938 6
Centerville.....	.....	290 0	.....	.....	290 0	290 0
West Nashville.....	.....	555 6	.....	.....	555 6	681 6
Shelbyville.....	.....	.....	.....	.....	.....	.....
Totals.....	24,770 0	60,474 0	4,256 0	4,696 0	69,426 0	94,196 0

New iron bridges have been constructed at two crossings of Mill Creek on the Chattanooga Division, length 408 feet, and iron beam spans to replace timber bridges on Chattanooga Division, 68 feet; Nashville Division, 32 feet; Lebanon Branch, 39 feet, and Atlanta Division, 35 feet.

The work of replacing the old truss spans on the Centerville Branch by standard cedar pile trestle and filling is progressing.

The work of renewing and filling bridges on the Inman Branch has been completed. Forty-five hundred and eighty-four feet of trestle work have been filled; 806 lineal feet of cedar pile trestle built, replacing other structures; 42,043 lineal feet of cedar piles have been driven, and 11,555 feet of trestle deck renewed.

BUILDINGS.

A new elevator has been erected at Hickman.

New depots have been built at Union City, Terrell, Allen's Creek, Mountainboro, Tilton and McDaniel; section houses erected at Whiteside, Smyrna, Tenn., McKenzie, Attalla, Lees and Dunlap, and new track scales at West Nashville, Fayetteville and Huntsville.

The water station at Monteagle has been enlarged.

At the Nashville shops a new hand car and truck shop have been built, and a new turntable installed; also an addition made to the blacksmith shop.

CATTLE GUARDS.

Pit guards are gradually being replaced by surface guards. During the year 559 iron surface guards have been put in.

PADUCAH & MEMPHIS DIVISION.

On September 9, 1896, a lease from the Louisville & Nashville Railroad Company for a term of ninety-nine years from December 14, 1895, of the Paducah & Memphis Division, formerly the properties of the Tennessee Midland Railway and the Paducah, Tennessee & Alabama Railroad, was authorized by the Board of Directors, and the President and Secretary were directed to execute it, which was done. It being believed at the time that under an amendment to the charter of the Company its President and Board of Directors had full authority to execute the lease in question, the same was not submitted to the Stockholders.

The execution of this lease created dissatisfaction with some of the Stockholders, and in January, 1897, a bill was filed in the Circuit Court of the United States at Nashville, seeking, among other things, to have it declared invalid and void. In the course of the proceedings in this cause an opinion was rendered by the Circuit Court of Appeals at Cincinnati, to the effect that under the laws of the State of Tennessee the lease should be ratified and approved by a three-fourths majority of all Stockholders present and voting at any meeting, legal notice of which had been previously given. In accordance with the judgment of the Court, notice has been given as required by law that the lease would be presented to the Stockholders at this annual meeting, and it is earnestly hoped that it will be approved and ratified, it being undoubtedly to the best interests of the Company that this should be done.

The operations of this Division from January 1, 1896, to June 30, 1900, fifty-four months, were as follows:

Gross Earnings.....	\$2,795,156 50	\$2,501,586 18
Total Expenses.....	.....	.....
Less Improvements paid by Lessor.....	\$979,200 55	.....
Less Improvements paid by Lessee.....	80,342 77	.....
Net Earnings.....	1,069,543 32	1,735,613 18
Taxes.....	\$98,993 22	\$765,973 06
Rental.....	789,174 92	.....
Deficit.....	.....	\$88,168 14

The revenue of the main line on business received from and delivered to the Paducah & Memphis Division for the same period was \$1,186,864.86.

Since this property has been operated by your Company its revenue has materially increased. The earnings were:

For the fiscal year ending June 30, 1897.....\$527,824 38
For the fiscal year ending June 30, 1900.....639,855 25

An increase of.....\$112,030 87

The equipment consists of:

Locomotives.....	17
Passenger, Baggage and Mail Cars.....	16
Freight Cars.....	550

This road has been greatly improved during the year; 52.76 miles of track ballasted with gravel; banks widened to standard on 68½ miles, and cuts on 10½ miles; 22 miles of new fence have been built; 163 surface guards put in; the roundhouses at Paducah and Memphis have been repaired; the freight depot at Memphis extended and new platform built; a new depot erected at Aulon, and a large amount of work has been done in renewing and filling the bridges and trestles on Perryville Branch.

TERMINAL FACILITIES AT NASHVILLE.

For many years it has been contemplated by the Louisville & Nashville Railroad Company, and the Nashville, Chattanooga & St. Louis Railway, to provide terminal facilities at Nashville commensurate with the increased requirements of the city. In order to do this the Louisville & Nashville Terminal Company was organized, and has constructed a new Union Passenger Station on Broad Street. The building is a handsome stone structure 150 feet square, four stories high, with principal waiting room 50x100 feet, two other waiting rooms adjoining, dining room, lunch stand, ticket and telegraph offices, and all other accessories and conveniences on the ground floor. The upper stories will be occupied as offices by the officials of the railroads. South of the building is a gallery 25x300 feet, connecting the station with the train shed, 240x500 feet, covering ten tracks. There is also a baggage, express and mail building 48x176 feet, two stories high. In the basement of the station are water, light and heating plants sufficient for the requirements of all the buildings and yards.

The plan also contemplates the erection of four freight houses 60x1000 feet each, two stories high, constructed upon the most modern plans, the upper stories to be used as warehouses for storage purposes.

The terminal yard is one and a-quarter miles long by 700 feet wide, without grade crossings, and contains 27 through tracks with 110 sidings, an aggregate length of 30 miles of track, including a commodious coal yard in the northwest corner fitted with the latest and most improved tipples and bins. There is also a 45-stall engine-house, 350 feet in diameter, in the southwest corner, with coal bins that will hold 1,000,000 bushels of coal.

The property has been leased to the Louisville & Nashville Railroad Company and the Nashville, Chattanooga & St. Louis Railway, jointly, at a rental of 4 per cent. per annum upon the cost, the proportion to be paid by each company to be determined by the property used respectively and the number of cars handled for each through the property leased. The operating expenses are to be divided upon the same basis.

The Board of Directors beg to express their satisfaction at the harmonious relations existing with connecting and competing lines, and to acknowledge their indebtedness for the faithful and intelligent services rendered by the officers and employees.

J. W. THOMAS,

President,

FINANCIAL NEWS.

The Manufacturers' Record invites information about Southern financial matters. Items of news about new institutions, dividends declared, securities to be issued, openings for new banks, and general discussions of financial subjects bearing upon Southern matters.

\$2,000,000 Seaboard Bond Issue.

Messrs. Middendorf, Oliver & Co. of Baltimore, John L. Williams & Sons of Richmond and S. D. Loring & Sons of Boston have purchased from the Seaboard Air Line Railway Co. an issue of \$2,000,000 of two-year 5 per cent. collateral trust gold bonds. The bonds are secured by a collateral deposit with the New York Security & Trust Co. of New York of \$4,000,000 first mortgage consolidated 4 per cent. bonds of the Seaboard Air Line; besides this, they are guaranteed both as to principal and interest by the Raleigh & Gaston and the Raleigh & Augusta Air Line railroads, the surplus earnings of which for the fiscal year ended June 30, 1900, amounted to about three times the annual interest charge on the new bonds. When the loan for \$3,400,000 was negotiated arrangements were also made to sell \$2,000,000 of 4 per cent. bonds of the Seaboard Air Line, but the managing committee decided to defer the matter until the money was actually needed for extension of the system, heavier rails, new equipment and increased terminal facilities. The time has now arrived; but, owing to the depressed condition of the market, the committee considers that it would be more advantageous to the company to issue collateral trust bonds than to place upon the market an equal amount of Seaboard Air Line new 4 per cent. consolidated mortgage bonds. According to a statement which has just been issued, the earnings of the several properties embraced in the Seaboard system for the fiscal year ended June 30, 1900, before completion of the links which has united them, amounted to \$2,634,061; interest charges on all prior lien bonds now outstanding and rentals amounted to \$1,463,500, leaving a balance of \$1,170,561. The interest on the entire amount of outstanding bonds of the Seaboard Air Line, including the \$2,000,000 collateral trust 5 per cent. bonds and the Georgia & Alabama Terminal 5s, will amount to only \$874,000. On the basis of even last year's earnings there is a surplus of \$300,000, which is equivalent to about 2 per cent. on the new issue of preferred stock. With the consolidation effected and the business of the road largely increasing, much heavier earnings are naturally counted upon.

New Corporations.

William Davis and others have organized the Farmers and Traders' Bank at Braymer, Mo.

Mr. W. S. Witham and associates have organized the Farmers and Traders' Bank at Atlanta, capitalized at \$25,000.

A bank has been organized at Mt. Jackson, Va., with E. D. Newman, president, and F. S. Pennypacker, vice-president.

Arrangements are being made to open a bank at Point Pleasant, W. Va., under the title of the Point Pleasant National Bank.

R. L. Burkhead and Z. V. Walser of Lexington, N. C., have formed the National Bank of Lexington, with \$25,000 capital stock.

Charles Wolhausen and E. F. Wolter are interested in the First National Bank, organized at Sherman, Texas, with \$50,000 capital stock.

G. Smith Norris and Walter W. Preston are interested in the formation of a

savings bank at Bel Air, Md., with \$100,000 capital stock.

The First National Bank, recently organized at Martin, Tenn., is capitalized at \$30,000. Among the directors are L. M. Martin and T. M. Ryan.

M. F. Kennedy and W. M. Jacobs are interested in the Oak Loan Association of Charleston, S. C., commissioned to do business with \$120,000 capital stock.

It is announced that Gen. John B. Gordon has organized an insurance company at Atlanta under the title of the American Annuity & Mutual Life Co.

The Texas Fire Insurance Co. has been chartered to do business in Texas, with its principal offices in Waco. Among those interested are A. T. Ball and W. C. Richter.

J. A. Beck has been elected president; O. L. Brock, vice-president, and P. W. Sullivan, secretary and cashier of the Citizens' Bank, recently chartered at Honea Path, S. C.

J. J. White has been elected president; J. H. Hinton, vice-president, and J. S. Love, cashier, of the First National Bank of Lambert, recently organized at Lambert, Miss.

The comptroller of the currency has approved the organization of the First National Bank at Farmville, Va., capitalized at \$50,000. R. H. Lynn at Leesburg, Va., is one of the incorporators.

The directors of the Farmers' Banking & Trust Co., recently organized at Rockville, Md., have elected William V. Bonie, president; Edward C. Peter and Edward Wootton, vice-presidents, and Lee Offutt, treasurer.

The bank which has been organized at Rockmart, Ga., will begin business about October 15. Hon. Hoke Smith at Atlanta is president; James Heaton of Rockmart, vice-president, and Buell Stark, cashier.

The officers of the Bank of Due West, S. C., recently organized, have been elected as follows: President, B. F. Mauldin; vice-president, A. S. Kennedy; cashier, C. E. Todd. The bank is capitalized at \$200,000.

The application to organize the Citizens' National Bank at Morgantown, W. Va., has been approved by the comptroller of the currency. The bank is capitalized at \$50,000. William Moorehead is president, and D. C. Hoffman, cashier.

New Securities.

The town of Floresville, Texas, has sold an issue of \$4000 in 5 per cent. bonds to M. S. Swain of Austin, Texas.

A sale of \$15,000 in 4 per cent. bonds of the city of Hagerstown, Md., was recently made at a premium of \$287. The bonds were issued for improvements.

The Seaboard Air Line Railway Co. has issued \$2,000,000 in 5 per cent. bonds. The proceeds of the issue are to be used for the purchase of additional rolling stock and for various improvements.

The issue of bonds decided upon by the city of New Orleans will be sold on December 15. This issue, which has already been described in the Manufacturers' Record, is termed public-improvement funds, and will be expended for water and sewerage.

It is announced that arrangements are being made to construct a system of water-works for the city of Charleston, S. C., and that the Charleston Water & Light Co. will issue bonds at 5 per cent. interest in payment for the plant, which will be turned over to it. The bond issue is not to exceed \$1,600,000. T. A. Beall is one of the parties interested.

Financial Notes.

Negotiations are under way for the purchase of the stock of the Fidelity Fire

Insurance Co. of Baltimore. The would-be purchasers are represented by J. Ramsey Barry.

Mr. W. W. Whitted has been elected cashier of the Citizens' Savings Bank at Durham, N. C.

SOUTHERN COTTON-MILL STOCKS.

Quotations Furnished by Hugh MacRae & Co., Wilmington, N. C., for Week Ending October 2.

	Bid.	Asked.
Abbeville Cotton Mills (S. C.)	95	100
Aiken Mfg. Co. (S. C.)	96	99
American Spinning Co. (S. C.)	98	100 1/2
Anderson Cotton Mills (S. C.)	123	130
Arden Cotton Mills (S. C.)	109	103
Arkwright Mills (S. C.)	122	125
Augusta Factory (Ga.)	82 1/2	88
Avondale Mills (Ala.)	80	84
Belton Mills (S. C.)	104	105 1/2
Bennettsville Mfg. Co. (S. C.)	105	112 1/2
Cannon Mfg. Co. (N. C.)	160	185
Cabarrus Cotton Mills (N. C.)	150	160
Canton Mfg. Co. (S. C.)	175	180
Courtenay Mfg. Co. (S. C.)	118	120
Darlington Mfg. Co. (S. C.)	95	97 1/2
Delgado Mills (N. C.)	100	102
Eagle & Phenix Mills (Ga.)	104	107
Edna Cotton Mills (N. C.)	120	125
Enoree Mfg. Co. (S. C.)	120	122
Enterprise Mfg. Co. (Ga.)	100	103
F. W. Poe Mfg. Co. (S. C.)	127	119 1/2
Gaffney Mfg. Co. (S. C.)	120	124
Granby Mills (S. C.)	100	101
Granby Mills (S. C.) 1st Pfd.	104 1/2	105 1/2
Graniteville Mfg. Co. (S. C.)	160	167
Greenwood Cotton Mills (S. C.)	102 1/2	105
Grendel Mills (S. C.)	101	103
Henderson Cotton Mills (N. C.)	120	125
Henrietta Mills (N. C.)	200	204 1/2
John P. King Mfg. Co. (Ga.)	100	104
Langley Mfg. Co. (S. C.)	117	120
Laurens Cotton Mills (S. C.)	135	140
Lockhart Mills (S. C.)	108	111
Louise Mills (N. C.)	120	125
Lynchburg Cotton Mills (Va.)	125	150
Lynchburg Cotton Mills (Va.) Pfd.	145	150
Manchester Cotton Mills (S. C.)	110	118
Mayo Mills (N. C.)	125	130
McColl Mfg. Co. (S. C.)	118	120
Modena Cotton Mills (N. C.)	128	145
Newberry Cotton Mills (S. C.)	118	120
Orr Mfg. Co. (S. C.)	103	107
Odell Mfg. Co. (N. C.)	109	112 1/2
Pacolet Mfg. Co. (S. C.)	250	275
Pelzer Mfg. Co. (S. C.)	180	182 1/2
Piedmont Mfg. Co. (S. C.)	175 1/2	178 1/2
Raleigh Cotton Mills (N. C.)	120	125
Richland Cotton Mills (S. C.)	99 1/2	101
Richland Cotton Mills (S. C.) Pfd.	100	102
Roanoke Mills (N. C.)	105	110
Sibley Mfg. Co. (Ga.)	85	90
Southern Cotton Mills (N. C.)	94	97
Spartan Mills (S. C.)	125	134
Trion Mfg. Co. (Ga.)	125	150
Tuscarora Mills Co. (S. C.)	125	130
Union Cotton Mills (S. C.)	134	138
Union Cotton Mills (S. C.) Pfd.	102	103 1/2
Victor Cotton Mills (S. C.)	108	110
Victor Cotton Mills (N. C.)	70	76
Warren Mfg. Co. (S. C.)	83	90
Warren Mfg. Co. (S. C.) Pfd.	101	104
Wilmington Cot. Mills (N. C.) Pfd.	110	115
Wiscasset Mills (N. C.)	120	125
Whitney Mfg. Co. (S. C.)	120	125

TRADE LITERATURE.

All Kinds of Presses.—Presses of various kinds find a place in the curriculum of the industrial world. Builders of presses have aimed to produce machines giving the greatest effectiveness with all reasonable economy, and at consistent prices. The Boomer & Roschert Press Co. of Syracuse, N. Y., has been engaged in building presses for many years, and has met with wide unqualified success in its chosen field. Incorporated in 1874, this company has developed an extensive business throughout the country, and is now furnishing various kinds of presses to industrial operators. Its line includes presses for oil, wax, lard, fertilizers, acids, leather, sheepskin and other materials; also for baling yarns, woven goods and other product. The Boomer & Roschert catalogue for 1900-1901 has just been issued, containing full description and illustration of the company's machines and equipment. Copy may be had on application.

Saves 10 to 20 Per Cent. in Fuel Bills.—Economy in fuel consumption is one of the factors of success in the profitable conduct of modern manufacturing establishments. Users of steam-power find that the saving possible by the installation of certain improvements of the times is considerable. Of these improvements, notable ones are the Niagara Shaking Grate and the Niagara Automatic Smoke Burner. The manufacturer claims that these equipments will save from 10 to 20 per cent. in fuel bills, and that their adoption, separately or combined, necessitates no radical alterations in furnace or boiler front; hence no delays. To save money and abolish the smoke nuisance these equipments are invaluable. The Dobbie Foundry & Machine Co. of Niagara Falls, N. Y., manufactures the devices in reference, and will send complete catalogue concerning them to interested parties. If you, reader, are a steam-plant owner, do not fail to see the company's catalogue; it will interest you.

Diamond Drill and Its Work.—The fact that the diamond drill is indispensable for all prospecting and testing purposes is now

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well recognized. Progressive mine-owners and engineers throughout the world are making more and more extensive use of this machine because of the absolute unassailable record of strata that is obtained by its use in advance of extensive, and possibly unprofitable, workings. Manufacturers of these drills have striven from the time of their first introduction to simplify and improve them and increase their value and scope of usefulness. During the last thirty years the most prominent mines of the entire world have taken advantage of the diamond drill and used it, much to their satisfaction. Not only for prospecting and mining is the diamond drill available, but for boring artesian wells and for testing important foundations for bridges, buildings and other structures it is almost indispensable. The American Diamond Rock Drill Co. was one of the pioneers in the manufacture of diamond-pointed core drills, and has supplied many miners, engineers and prospectors. "The Diamond Drill and Its Work" is the title of the American Company's new catalogue, which contains much valuable information concerning the use of the diamond drill, together with illustrations and descriptions of the different styles of machines and apparatus made by the company; office, Beard Building, 120 Liberty street, New York.